

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. V. No. 1.

CHICAGO, ILL., JULY 10, 1900.

FIVE CENTS PER COPY.  
ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

**E. R. ULRICH & SONS,**  
Shippers of Choicest  
Milling **WHITE and YELLOW CORN,**  
Also **MIXED and WHITE OATS.**  
Main Office, **SPRINGFIELD, ILL.**  
Elevators in Central Illinois on Wabash, C. & A.,  
C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.

**EDWIN BEGGS,**  
ASHLAND, ILL.  
**Grain Shipper.**  
Elevators on C. & A. and B. & O. S. W.

**KENTLAND, IND.**  
**MCCRAY & MORRISON,**  
SHIPPERS ..... OF **CORN, CLIPPED AND**  
**NATURAL OATS**  
Our Special Brand of White Oats  
is a favorite wherever tried.  
Grain Warehouses at Kentland, Beaver City, Earl  
Park, Morocco, Remington, Ind., and Effner, Ill.

**The Greenleaf-Baker**  
**Grain Company,** ATCHISON, KAN.  
**GRAIN BUYERS AND SHIPPERS.**

**W. H. SMALL & Co.**  
RECEIVERS AND SHIPPERS  
**GRAIN, SEEDS AND HAY,**  
Office, 7 and 9 Upper 1st Street,  
EVANSVILLE, IND.  
Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

**ROBERT T. BROOK**  
Elevator on A. T. & S. F. R. R.  
**Tonkawa, Kay County, Oklahoma**  
SPECIALTIES:  
**Choice Soft Milling Wheat and Corn**  
Mill orders solicited Send track bids  
Reference: Bank of Tonkawa

## REGULAR GRAIN RECEIVERS.

**DANIEL P. BYRNE & CO**  
SUCCESSORS TO  
**Redmond Cleary Com. Co.**  
Established 1854. Incorporated 1887.  
**Grain, Hay and Seeds,**  
Chamber of Commerce, ST. LOUIS, MO.

CORRESPONDENCE INVITED CONSIGNMENTS SOLICITED  
**THOMAS E. HAYMAN**  
COMMISSION  
**GRAIN AND HAY**  
West 33d St. and 11th Ave., NEW YORK, N. Y.

L. Bartlett. B. G. Ellsworth.  
O. Z. Bartlett. J. L. Dolan  
**L. BARTLETT & SON,**  
**Grain Commission Merchants,**  
Rooms 23 & 24, Chamber of Commerce Bldg.  
Branch Houses: CHICAGO, MINNEAPOLIS. MILWAUKEE.

**E. A. GRUBBS GRAIN COMPANY**  
GREENVILLE, OHIO.  
GRAIN AND HAY SPECIALTIES:  
Car Lots only. Milling Wheat & Yellow Corn  
REFERENCE—By permission: Farmers'  
National Bank; Second National Bank;  
Commercial Agencies.

**EDWARD P. MERRILL,**  
**Grain Broker,**  
PORTLAND, ME.

**DANIEL McCAFFREY'S SONS,**  
**Hay, Grain & Feed,**  
PITTSBURG, PA.  
Estab. 1867. Reference, Duquesne Nat'l Bank  
CONSIGNMENTS SOLICITED.

**GRAIN...** Make advances on bills lading.  
**The Van Dusen-Harrington Co.**  
COMMISSION,  
**MINNEAPOLIS and DULUTH.**  
Sell by sample and make prompt returns.

**Pv F. H. PEAVEY & CO.**  
**Grain Receivers,**  
MINNEAPOLIS, MINN.  
Special attention given to consignments.

CONRAD KIPP. S. K. NEER. J. H. ROYER.  
**GREENVILLE**  
**GRAIN CO.**  
GREENVILLE, O.  
**GRAIN AND HAY**  
ON ANY RAILROAD.

**Conveying, Elevating and**  
**Power Transmitting Machinery.**

Send for OUR NEW CATALOG...380 Pages.



A COMPLETE Line of the BEST.  
**H. W. CALDWELL & SON CO.**  
Western Ave., 17th-18th Sts.  
CHICAGO, ILL.



## DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

### BALTIMORE.

Thos. Leishear & Co., Grain Receivers.

### BUFFALO.

W. B. Gallagher, Damaged Grain.

### CHICAGO.

Armour & Co., Grain Buyers.  
Calumet Grain & Elevator Co., commission merchants.

Dreiske & Hinners. Commission.  
L. Everingham & Co., grain, seeds.  
H. Hemmelgarn & Co., Commission.  
W. F. Johnson & Co., grain, seeds.  
W. H. Merritt & Co. Grain, seeds.  
Rosenbaum Bros., receivers, shippers.  
James P. Smith & Co., Grain.

The Glucose Sugar Refining Co. Buyers of corn.

Ware & Leland, grain, seeds.

### CINCINNATI.

Collins & Co., Exclusively Commission, Grain and Hay.

Gale Bros., corn, wheat and oats.

Union Grain & Hay Co., grain, hay.

### EVANSVILLE.

W. H. Small & Co., grain, seeds.

### GREENVILLE, OHIO.

Greenville Grain Co., track buyers.  
E. A. Grubbs Grain Co., grain buyers.

### INDIANAPOLIS.

Bassett & Co., commission.

### MILWAUKEE.

L. Bartlett & Son, commission.

### MINNEAPOLIS.

Van Duzen-Harrington Co., comisen.

### NEW ORLEANS.

Jno. T. Brodnax, Commisison.

### NEW YORK.

Geo. N. Reinhardt & Co., hay, grain.

### PEORIA, ILL.

C. H. Feltman, grain commission.  
P. B. & C. C. Miles, grain commission.  
Warren & Co., grain.

### PHILADELPHIA.

L. G. Graff & Son, grain.

### PITTSBURG.

Daniel McCaffrey's Sons, grain, hay.  
R. S. McCague, grain, hay.  
D. C. Stewart, grain, hay.

### PORTLAND, ME.

Edward P. Merrill, grain broker.

### ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay, seeds.  
Connor Bros. & Co., Grain Com'sn.  
Picker & Beardsley, grain, hay, seeds.

### TOLEDO.

East Side Milling Co., Salvage Grain  
C. A. King & Co., grain, clover seed.  
National Milling Co., buyers of wheat.  
Paddock, Hodge Co., grain.  
Reynolds Bros., Grain.  
W. A. Rundell & Co., grain, seeds.  
Southworth & Co., grain, seeds.  
J. F. Zahm & Co., grain, seeds.

## REGULAR GRAIN RECEIVERS OF TOLEDO.

E. L. Southworth.  
G. B. McCabe.  
W. H. Bergin.

**SOUTHWORTH & CO.**  
TOLEDO, OHIO.

**Grain and Seeds.**

Track bids offered to all regular dealers. We exclude "Scoop Shovelers."

**Consignments Solicited.**

J. F. ZAHM F. W. JAEGER FRED MAYER  
ESTABLISHED 1879

**J. F. ZAHM & CO.**

**GRAIN AND SEEDS TOLEDO, O.**

We make a specialty of handling consignments. Transient buyers and farmers need not write us.

**MEMBERS:**  
Toledo Produce Exchange, Chicago Board of Trade, New York Produce Exchange.

Be Friendly. Estab. 1846 Write Occasionally.

**C. A. KING & CO.**  
TOLEDO, OHIO.

Grain and Clover Seed, spot and futures.  
Special Market and Crop Reports Free.

**MEMBERS:** Toledo Produce Exchange.  
Chicago Board of Trade.

F. W. Rundell. Established 1877. J. E. Rundell.

**W. A. RUNDELL & CO.**

**Grain and Seed Merchants.**

We buy, delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures." Daily market letter free. Correspondence solicited.

**Room 33, Produce Exchange, Toledo, Ohio.**

S. C. Reynolds. C. L. Reynolds.  
F. J. Reynolds.

**Reynolds Bros.**  
**GRAIN**

24, 25 & 26 Produce Exchange, TOLEDO, O.

Offer us your grain; consign it, or ASK FOR BIDS.

**The Paddock Hodge Co**  
**...GRAIN...**

29 & 30 PRODUCE EXCHANGE, TOLEDO, O

Fred O. Paddock, Pres.  
Arthur L. Mills, Vice Pres.  
James Hodge, Secy & Treas.

## DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

### ILLINOIS.

Decatur: Shellabarger Mill & Elevator Co.  
Maroa: Crocker Elevator Co. Elevators on I. C. R. R.  
Monticello: Knight & Son. Elevators on I. C. and Wabash.  
Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.  
Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

### INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W. C. & L.  
Kentland: McCray & Morrison, P. C. C. & St. L.

### IOWA.

Coburg: G. A. Stibbens. C. B. & O.  
Des Moines: Des Moines Elevator Co. Elevators on C. R. I. & P. R. R.  
Hamburg: D. Hunter & Co. C. B. & Q.

### KANSAS.

Ellsworth: H. Work & Co. U. P. R.  
Willis: N. B. Hieatt. M. P. R. R.

### NEBRASKA.

Hastings: J. M. Sewell & Co.

### OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

### OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

Ft. Worth: P. T. Andrews & Co.  
Howe: The Howe Grain & Mercantile Co.  
Sherman: Pittman & Harrison.

### MICHIGAN.

Battle Creek: G. L. McLane & Co.  
C. & G. T. R. R.



# REGULAR GRAIN RECEIVERS.

Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

## CHICAGO.

## GRAIN DEALERS....

**We Want Your Business.**

If you appreciate **Honest Work, Good Treatment and Prompt Returns**, consign your grain to us.

**CALUMET GRAIN and ELEVATOR COMPANY, ...CHICAGO.**  
Arthur Sawers in charge of receiving business.

**ROSENBAUM BROS.**

**Receivers and Shippers.**

Correspondence Solicited.

**Room 77 Board of Trade Building, CHICAGO, ILL.**

Established 1865.

**L. EVERINGHAM & Co.,**

**COMMISSION - MERCHANTS.**

Specialties:—Grain and Seeds of all kinds by sample upon their merits.

Consignments solicited; correspondence invited.

**SUITE 80 BOARD OF TRADE, CHICAGO, ILL.**

**MILMINE, BODMAN & CO.**

**GRAIN DEALERS**  
Receivers, Shippers and Exporters,

ALSO STOCK AND BOND BROKERS.

5 & 7 BOARD OF TRADE, CHICAGO.

New York Office, 401 Produce Exchange.

**JAMES P. SMITH & CO.**

**Grain Merchants,**

**417-418 Rialto Building, CHICAGO.**

CONSIGNMENTS SOLICITED.

Henry Hemmelgarn.

Philip H. Schifflin.

**H. HEMMELGARN & CO.**

**COMMISSION MERCHANTS.**

Grain, Seeds and Provisions.

**Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.**

Consignments solicited. Correspondence invited.

**ARMOUR & CO.,**

205 LA SALLE STREET,  
CHICAGO.

**GRAIN BUYERS AND DEALERS.**

W. F. Johnson

F. J. Schuyler

**W. F. JOHNSON & CO.**

GRAIN, SEED AND PROVISION

**Commission Merchants**

**Room 59, Board of Trade, CHICAGO**

Branch Offices,  
Minneapolis, St. Louis, Milwaukee

MEMBERS { Chicago Board of Trade.  
Chicago Stock Exchange.  
New York Stock Exchange.

**J. F. HARRIS,**

No. 1, Board of Trade, Chicago.

Buy and Sell Grain and Provisions for immediate and future delivery.

Execute orders for purchase and sale of stocks and bonds.

Jno. S. Carpenter, Pres. M. R. Montague, Vice-Pres.  
H. A. Leland, Sec'y and Treas.

**MONTAGUE & COMPANY,**

Successors to Montague, Barrett & Co.

**COMMISSION MERCHANTS,**

Flour, Grain, Millstuffs, Consignments and Options.

**6 and 8 Sherman St. CHICAGO, ILL.**

Established 1871. Correspondence solicited.

H. A. DREISKE,

G. R. HINNERS.

**DREISKE & HINNERS,**

**COMMISSION MERCHANTS,**

DEALERS IN GRAIN AND HAY,

**Elston Avenue and Blackhawk St., CHICAGO.**

Telephone West 386.

**W. H. MERRITT & CO.**

**Grain Buyers & Shippers**

CORRESPONDENCE SOLICITED.

**234 La Salle St., CHICAGO, ILL.**

C. H. MATTHIESSEN, President.

S. T. BUTLER, Vice President.

CHAS. L. GLASS, Treas. and Secy.

**The Glucose Sugar Refining Company,**

General Offices,  
The Rookery,

**CHICAGO, ILL.**

## FACTORIES:

CHICAGO  
PEORIA  
ROCKFORD

} ILL.

MARSHALLTOWN } IA.  
DAVENPORT

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

**JOS. P. GRIFFIN, Mgr. Grain Dept.**

## NEW ORLEANS.

**JNO. T. BRODNAX,**

COMMISSION IN

**Export Grain and Ocean Room,**

**7 COTTON EXCHANGE**

**NEW ORLEANS, LA.**

## PHILADELPHIA.

**L. F. MILLER & SONS,**

Receivers and Shippers of

**Grain, Feed, Seeds, Hay, etc.**

CONSIGNMENTS SOLICITED.

Office, 2933 N. Broad St., PHILADELPHIA, PA.

Elevator and Warehouse,  
Germantown Jct., P. R. R.

## KANSAS CITY.

**The Morrison Grain Co.**

Consignments and Mill Orders  
Solicited.

**KANSAS CITY, MO.**

Remember the name....

**GRAIN DEALERS JOURNAL**

Advertise  
...in it

Subscribe for it

WRITE FOR OUR DAILY MARKET LETTER

**J. H. WARE  
E. F. LELAND**

CONSIGN  
YOUR GRAIN AND SEEDS AND  
SEND YOUR ORDERS TO

**WARE & LELAND**

**200-210 Rialto Building,  
CHICAGO.**

Fifteen representatives constantly on the floor of Chicago Board of Trade, thus insuring prompt execution of all orders and close attention to all business entrusted to us.

**EDWARD G. HEEMAN**  
In charge of Receiving Department

## GERMANY.

F. Franz Arnold, Cable address, Arnobius, Hamburg

**GEOR. ARNOLD, Hamburg.**

**BROKERS, COMMISSION MERCHANTS,**

and Importers of GRAIN and FEED,

Especially Milling Wheat

Good output for Corn from Atlantic Ports

Correspondence solicited with a view to C. I. F. business to Germany.



# LIVE STOCK DEALERS

Consign Your Stock and Address Your  
Correspondence to

## ROSENBAUM BROTHERS & CO.

Union Stock Yards.....CHICAGO.

KANSAS CITY.

OMAHA.

BUYERS OF DAMAGED GRAIN.

## DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

WM. B. GALLAGHER,  
72 Pearl Street, - - BUFFALO, N. Y.

East Side Milling Co.  
TOLEDO, OHIO.

Buyers of Salvage Grain

Also all grades of off-grade Grain of all  
kinds, Screenings and low-grade Flour.  
Send samples and ask for bids.

## THE VALUE

of an ad. is not measured by what it  
costs, but by what it pays the adver-  
tiser.

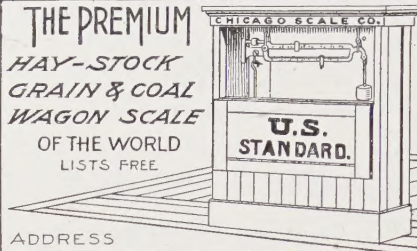
Ads. in the Grain Dealers Journal  
Pay Advertisers Well.

## Grain Men and Millers.

Constantly inhale a dust in handling grain, the  
effects of which if not counteracted, results ulti-  
mately in Hay Fever, Asthma and Catarrh.

KADI, the East Indian specific is an absolute  
preventive of such disorders and a positive cure.  
Endorsed by eminent physicians of Europe, Asia  
and America. Sample bottle free. Address Dept.  
D., DASTOOR SPECIFIC CO., CHICAGO.  
Offices, BOMBAY, LONDON, NEW YORK, CHICAGO.

THE PREMIUM  
HAY-STOCK  
GRAIN & COAL  
WAGON SCALE  
OF THE WORLD  
LISTS FREE



ADDRESS  
CHICAGO SCALE CO

## OFFICIAL STOCK SCALE

WORLDS FAIR, CHICAGO, 1893  
ALSO OMAHA EXPOSITION 1898  
AWARDED DIPLOMA & GOLD MEDAL.

GET THE BEST AND SAVE MONEY  
THOUSANDS OF SPECIALTIES

292  
294 & 296  
JACKSON  
BOULEVARD  
CHICAGO, ILL.

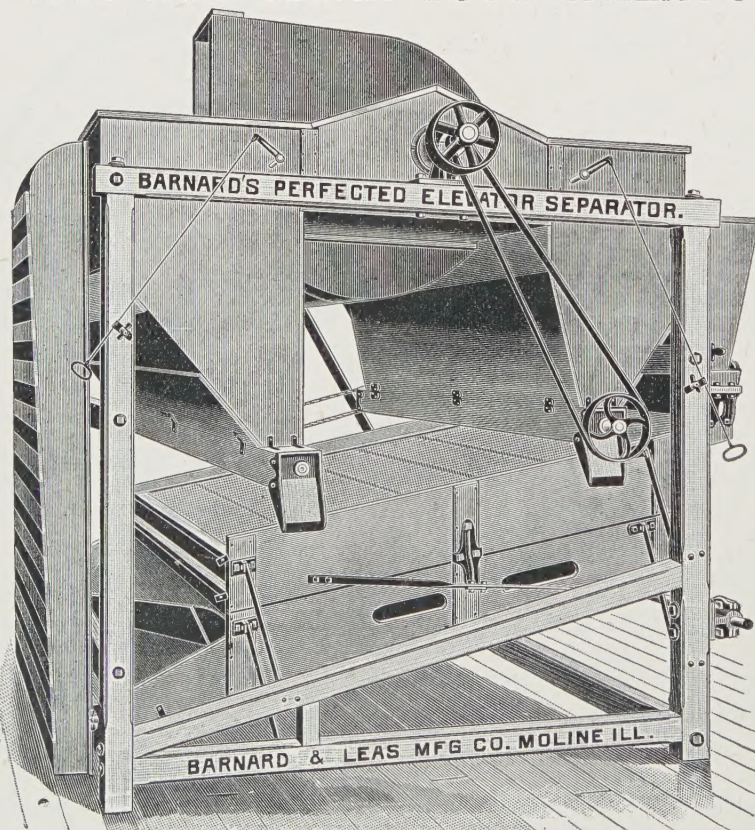


## More Cyclone Dust Collectors

are used in grain elevators, than all other collectors  
combined, because it is better adapted to elevator work.  
Learn why before buying.

Address, THE KNICKERBOCKER CO., Jackson, Mich.

## WHY NOT CLEAN YOUR WHEAT?



Why use inferior machines  
when you can get

## BARNARD'S PERFECTED ELEVATOR SEPARATOR!

The latest, the most practical, the best  
machine of its kind.

The most economical in operation and  
the small economies is where the profit  
lies.

Perfect in its sieve separations.

New and unequalled arrangement of  
screenings chambers.

These catch and save everything drawn  
from the wheat.

Write and learn more about this ma-  
chine. It will pay you.

**BARNARD & LEAS MFG. CO.,**  
MILL BUILDERS  
AND  
MILL FURNISHERS  
MOLINE, ILL.

### AGENTS:

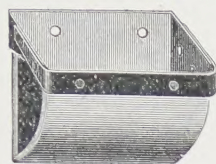
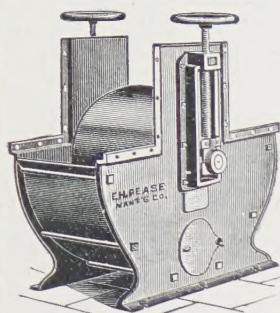
W. H. Caldwell—1117 Royal Ins. Bldg., Chicago, Ill.  
M. M. Snider—411 E. 12th St., Des Moines, Ia.  
C. E. Manor—Stanleyton, Page Co., Va.  
Barnard Machinery Co.—Enterprise, Kans.  
Willford Mfg. Co.—Minneapolis, Minn.  
Eli Strong—Kalamazoo, Mich.  
R. C. Stone—Springfield, Mo.  
William Ebert—2246 Baxter Ave., Louisville, Ky.  
Geo. C. Chambers, Augusta, Ga.



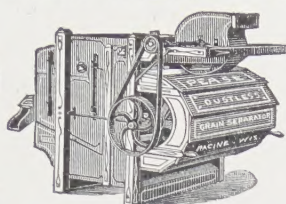
Write **MARSEILLES MFG. CO., Marseilles, Ill.**

FOR CATALOG  
AND PRICES OF

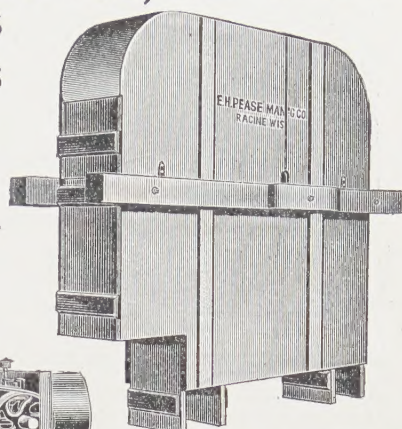
**ELEVATOR MACHINERY AND SUPPLIES**



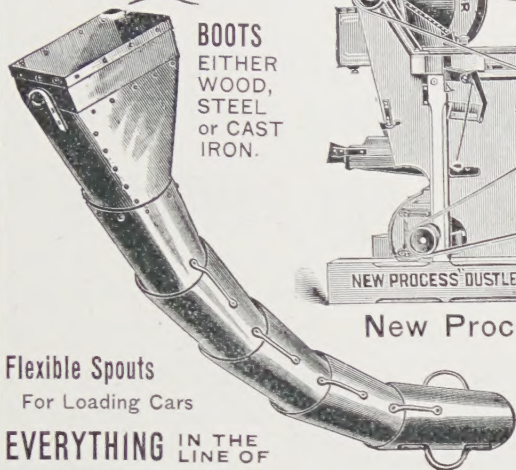
ELEVATOR CUPS OF  
ALL SIZES AND KINDS



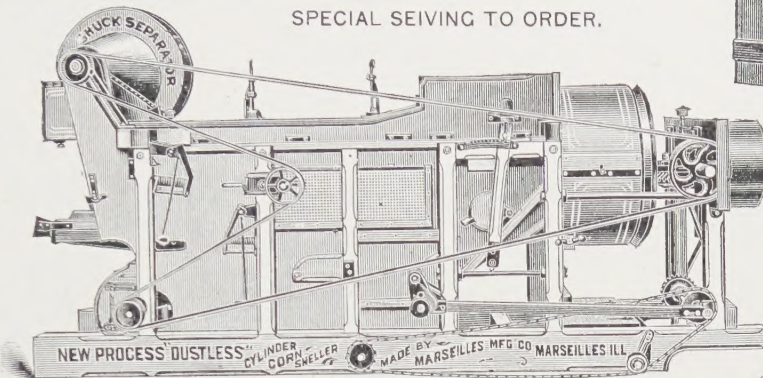
FANNING MILLS  
AND  
WAREHOUSE  
CLEANERS  
Of Every  
Description.



SPECIAL SEIVING TO ORDER.



BOOTS  
EITHER  
WOOD,  
STEEL  
or CAST  
IRON.



New Process Corn Shellers and Cleaners.

FURNISHED EITHER AS

Combined or Separate Machines Also with or without  
HUSK SEPARATING ATTACHMENT.

Motive Power and Power Transmitting Appliances Including,

STEAM ENGINES SHAFTING PILLOW BLOCKS JAW CLUTCHES  
BOILERS AND PUMPS WOOD PULLEYS SET COLLARS COUPLINGS  
GASOLINE ENGINES IRON PULLEYS SPROCKET WHEELS GEARING  
HORSE POWERS HANGERS FRICTION CLUTCHES TIGHTENERS

BELTING

CHAIN  
RUBBER  
COTTON  
LEATHER

Our 1900 Catalog.



CONTAINS EVERYTHING IN

**Grain Cleaning Machines, Flour, Bran,  
Feed and Meal Packers.**

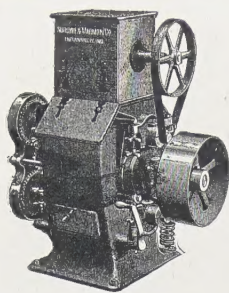
**The S. Howes Co.**

THE OLDEST AND LARGEST MANUFACTURERS OF GRAIN CLEANING  
MACHINERY IN THE WORLD.

THE EUREKA WORKS, Silver Creek, N. Y., U. S. A.

B. F. RYER, General Western Manager, 11 Traders' Building, Chicago, Ill.





3 Roll 2 Break Mill.

## Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

**WE MAKE** { THREE ROLL-TWO BREAK MILLS—2 sizes,  
THREE PAIR HIGH-6 ROLLER MILLS—4 sizes,  
TWO PAIR HIGH-4 ROLLER MILLS—5 sizes,  
And 85 Sizes and Styles of BUHR STONE MILLS.

Send for Catalog and Prices.

**NORDYKE & MARMON CO.,**

FLOUR MILL BUILDERS.

ESTAB. 1851.

37 Day St., INDIANAPOLIS, IND.

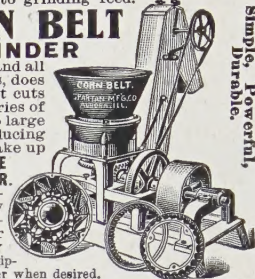
## Gradual Reduction

which has been so successful in milling flour is now for the first time applied to grinding feed.

### THE CORN BELT FEED GRINDER

for grinding ear corn and all small and mixed grains, does not crush the corn, but cuts it to pieces with a series of knives. First cuts into large cubes gradually reducing them until the burrs take up the work. **MAKES BETTER FEED AND SAVES POWER.**

Easily operated with 3 h. p. up. Runs at low speed—50 to 300 revolutions. **GRINDS MORE** ear corn per h. p. than any other grinder made. Equipped with elevator and sacker when desired. Don't buy a grinder until you write us for circulars, prices, etc. **SPARTAN MANUFACTURING CO., 25 Fox St., Aurora, Ill.**



Simple, Powerful,  
Durable.

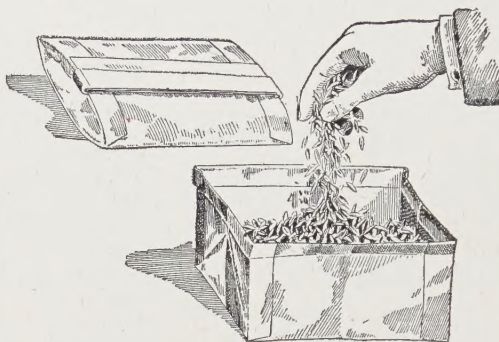
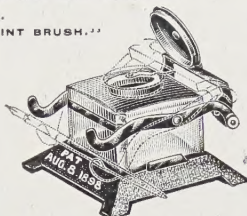
"IT MAKES ME SO ANGRY."

"MY INK IS LIKE GLUE.  
MY PEN IS LIKE A PAINT BRUSH."

Millions think this daily. Don't you? You will always have clean ink and a clean pen if you use the

#### National Automatic Ink Stand

Gravity works it, never out of order, always ready, non-evaporating and dust proof. Lift pen and cover raises instantly free from all interference when dipping. Replacing pen automatically closes cover dust tight. "The most perfect ink stand made." A place for your pen and a good reason for putting it in its place. In use by the U. S. Government and leading commercial establishments. Working parts are made of Aluminum Roman finish, permanent white surface. Will please the most critical because of its beauty and automatic perfection. A compliment to the finest desk. SEND US 50c and 6c in stamps. By return mail we forward inkstand complete (guaranteeing safe delivery) and if not beyond your most sanguine expectations return and we will remit price. The ink and pens saved will pay for the ink well in less than no time. We equip establishments throughout. **NAT'L AUTOMATIC INK WELL CO., 131-133 Market St., Chicago.**



(Patent Allowed March 22, 1900.)

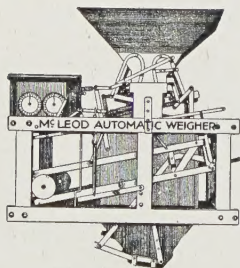
## HERRIOTT'S MAILING BOX ENVELOPE

For Grain, Seeds, Flour, Rice, Coffee and Sugar.

PRICES AND SAMPLES PROMPTLY SUBMITTED.

**J. S. Herriott,**  
Mt. Sterling, Ky.

## HERE IS WHAT YOU WANT



The Only Automatic Grain Weigher  
on the Market that Weighs

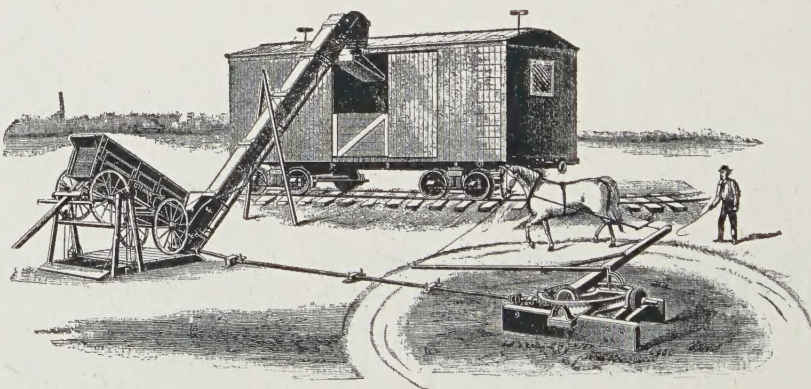
## ALL THE TIME

with Perfect Accuracy.

**MCLEOD BROTHERS,**  
PATENTEES AND MANUFACTURERS  
**MARIETTA, KANSAS.**

Write for Catalog and Prices.

## PIONEER Wagon Dump and Elevator



Grain of all kinds can be elevated to cars, cribs, or any part of barns. All of this can readily be done by any one who can handle a team. At stations where regular elevators are installed this machine can often be very profitably employed in busy seasons as a supplement to the regular elevator. Write for catalog and prices.

MANUFACTURED BY

**KING & HAMILTON CO.,**  
OTTAWA, ILLINOIS.

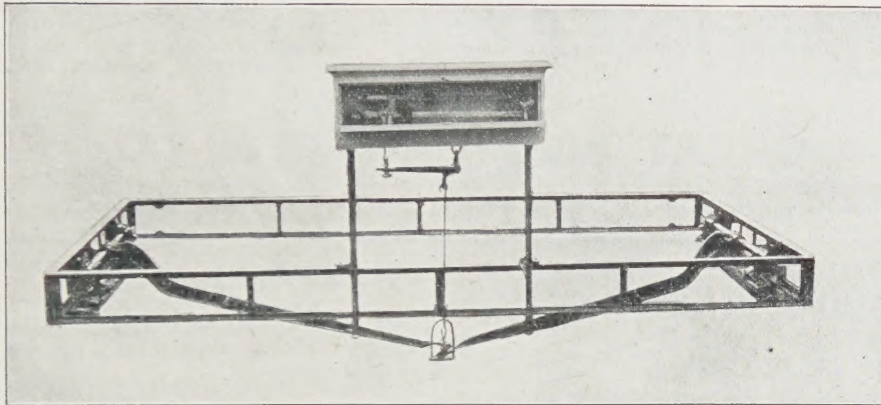


# THE HESS

PNEUMATIC GRAIN DRIER is recognized by Elevator Men and Insurance Underwriters, as the ONLY desirable Grain Drier.

HESS WARMING AND VENTILATING CO. 708 TACOMA BUILDING, CHICAGO.

## PITLESS SCALES



WITH OR WITHOUT IRON FRAME.

4 TON CAPACITY.

Platform 8x14 feet. Guaranteed for five years and to be U. S. Standard. Compound beam. No loose weights, shot box nor screw balance.

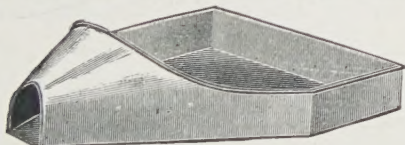
What grain men have long wanted. Write to-day to

**CLAWSON & NOBLE,**

PLEASANT HILL, MO.

## GRAIN SAMPLE PAN

For Examining Samples of Grain and Seeds.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

Grain Size,  $2\frac{1}{4} \times 12 \times 16\frac{1}{2}$  ins. .... \$1.25  
Seed Size,  $1\frac{1}{2} \times 9 \times 11$  ins. .... 1.00  
Grain Size, in Russia Iron ..... .50

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

## Robinson's Telegraphic Cipher Code (Revised)

is more extensively used by  
GRAIN and PROVISION DEALERS  
and MILLERS

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised recently and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained, including Quotations, Railroads, Grades of Grain, Mill Feed, Hay, phrases to meet the present demands of the trade; Bids, Acceptances, Billing, Shipping Instructions, etc. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price unchanged. Bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Address

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

## FOTOGRAF OF

ILLINOIS GRAIN DEALERS ASSOCIATION

TAKEN AT DECATUR, JUNE 13, 1900

Can be had by sending 60 cents to

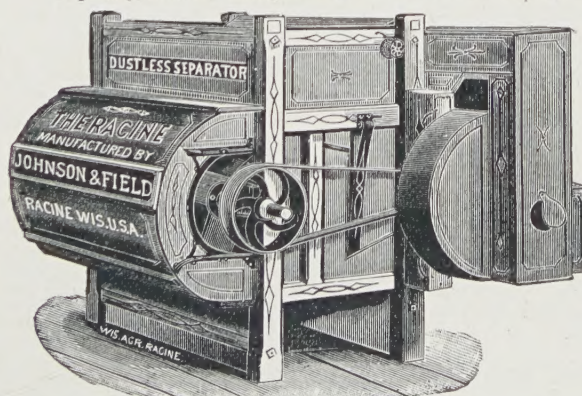
**LE FORGEE,**

340 N. Main Street,

DECATUR, ILL.

## "The Racine" Dustless Grain Separator.

Embodies more Points of Excellence than any other machine offered for similar purposes, and is Light Running, Large in Capacity, Perfect in Separation and with Great Strength and Durability.



Made in Different Sizes to Meet Different Requirements.

### THE RACINE Heavy Warehouse Mill

Is especially adapted for horse power use, is supplied with Patent Governor Pulleys, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

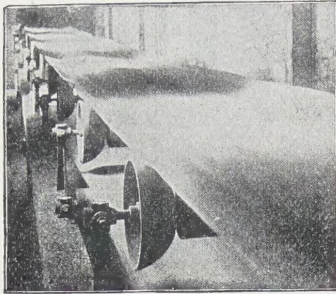
Elevator Machinery and Supplies

Send for Catalogue.

JOHNSON & FIELD MFG. COMPANY, Racine, Wis.



# GRAIN ELEVATOR MACHINERY.



GRAIN CONVEYOR.

Grain Trippers, Car Pullers, Spouting,  
Belt Conveyors, Wagon Dumps, Shafting,  
Pulleys, Gearing, Friction Clutches,  
Rope Sheaves, Link Belting,  
Sprocket Wheels, etc.

Send for Catalogue No. 25.

## LINK-BELT MACHINERY CO.,

Engineers, Founders, Machinists,  
CHICAGO, U. S. A.

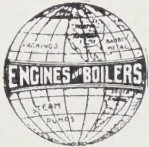
## Grain Elevator Machinery

ENGINES  
BOILERS  
AND  
SUPPLIES

Write for Estimates.

DES MOINES MFG. &  
SUPPLY CO., 101 E. Court Av.  
DES MOINES, IA.

## ELEVATOR SUPPLIES



OF ALL KINDS.

ENGINES AND  
STEAM PUMPS  
REBUILT.

Boilers and General Repair Work.

GLOBE MACHINERY &  
SUPPLY CO. 414 to 418  
W. Court Ave.  
DES MOINES, IA.

## GRAIN ELEVATOR MACHINERY.

SEND FOR CATALOGUE No. 40.

## GREAT WESTERN MFG. CO.

GENERAL OFFICE AND FACTORY,  
LEAVENWORTH, KANS.

WAREHOUSE AND SALESROOM,  
KANSAS CITY, MO.

CLEANING MACHINERY,  
CORN SHELLERS AND CLEANERS,  
TRIPPERS, CAR PULLERS,  
BELT CONVEYORS,  
POWER GRAIN SHOVELS,

ELEVATOR SUPPLIES.

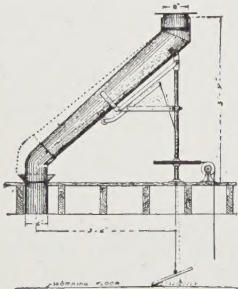
BELTING, BUCKETS,  
HEADS AND BOOTS,  
CONVEYOR, SCALES, Etc.

## The Gerber Improved Distributing Spout.

(Patent pending.)

SOLD BY **J. J. GERBER**  
**SHEET METAL WORKS,**

128 Sixth Ave., South, Minneapolis, Minn.



Made of heavy sheet steel with elbow at discharge end of cast iron which sets into floor or funnels leading to bins, making it impossible for the spout to get out of position and mix grain. By pressing the foot levers to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be made with straight discharge end instead of elbow if desired.

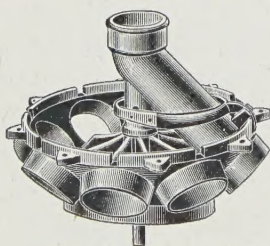
**MILL AND ELEVATOR WORK A SPECIALTY.**  
Elevator Spouting of All Descriptions.

SOME OF THE PEOPLE USING OUR DISTRIBUTING SPOUT:  
Davenport Elevator Co., Wilmont, Minn. Davenport Elevator Co.,  
Ellsworth, Minn. D. Rothschild Grain Co., Reading, Minn. Spaulding  
Bros., Wanda, Minn. McDonald & Co., Cannon Falls, Minn.

Link Belt Supply Co., Fairbanks, Morse & Co., C. D. Holbrook & Co., Agents  
MINNEAPOLIS, MINN.

"And if the Spout you use, brings sure distress,  
Mixes and wastes—in the beginning—and the  
end—yes.  
Think then **TODAY** it does—what **YESTER-  
DAY** it did—  
**TOMORROW** it shall not do less."

**Hall Grain Distributor**  
**AND OVERFLOW SIGNAL.**



*Absolutely  
Prevents...*

Mixing grain  
during process  
of distribution  
between turn  
spout and bins.

**Automatically  
Notifies Oper-  
ator when Bin  
is full.**

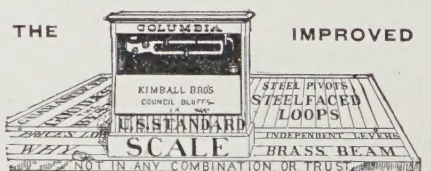
Patented April 17, 1900.

Especially adapted to handling Flax.

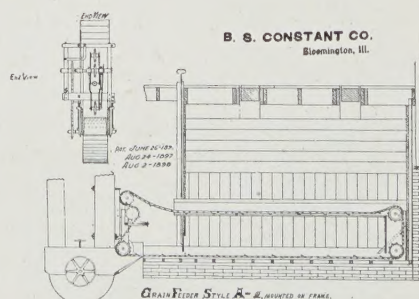
Send for  
booklet to **Hall Distributor Co.,**  
222 First National Bank Bldg., OMAHA, NEB.

## Grain Trade Books

of all kinds can be obtained at the office of the  
**GRAIN DEALERS JOURNAL, CHICAGO.**



KIMBALL BROS., 1007 Ninth St., Council Bluffs, Ia.



**B. S. CONSTANT CO.**  
Bloomington, Ill.

GRAIN FEEDER STYLE A-2, INVENTED BY FRANK  
B. S. CONSTANT, U.S. PAT. 1,000,000

## B. S. CONSTANT CO.,

Designers of Grain Elevators.

## THE B. S. CONSTANT GRAIN FEEDER

STYLE A-2 IS A MONEY SAVER  
IN EVERY ELEVATOR.

Elevator Boot and Sheller Feeders,  
Water-tight Boots, Steel Tanks,  
Dust Collectors, Wagon Dumps, and  
Latest Improved Grain Separators.

WRITE

Bloomington, Ill.



# ELEVATOR BUILDERS.

**CENTRAL  
TECHNICAL BUREAU  
FOR**  
**Monier Constructions**  
**E. LEE HEIDENREICH,**  
Sole Representative  
for the United States.  
**CONTRACTING ENGINEER.**  
SPECIALTY:  
**GRAIN ELEVATORS,**  
Wood, Steel or Monier Construction.  
541 Rookery, CHICAGO.

**C. M. Seckner  
Engineering Co.**  
Designers and Builders of  
**Grain Elevators.**  
Contracts taken for all kinds of Heavy Work.  
Estimates furnished if desired.  
525-527 Unity Bldg. 79-81 Dearborn St.  
CHICAGO.

**MACDONALD ENGINEERING CO.**  
Designers and Builders of  
**Grain Elevators,**  
Monadnock Building. CHICAGO, ILL.

**IF YOU INTEND TO BUILD  
A GRAIN ELEVATOR**  
You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.  
**M. J. TRAVIS, Atchison, Kan.**

**FRED GROTENRATH,**  
CONTRACTING MILLWRIGHT.  
**GRAIN ELEVATORS a Specialty.**  
Plans, Specifications and Estimates furnished on short notice for complete power plants of all descriptions. Correspondence solicited.  
111 W. Water St., MILWAUKEE, WIS.

**HONSTAIN BROS.**  
Contractors and Builders of  
**GRAIN ELEVATORS**  
313 Third Street, South,  
MINNEAPOLIS, - - MINN.

**W. W. SHOCKEY,**  
MILLWRIGHT,  
Elevator Building a Specialty. Estimates Made.  
Plans Furnished.  
919 W. Wood St., DECATUR, ILL.  
References:  
Suffern, Hunt & Co. } Decatur, Ill.  
Shellabarger Mill & Elevator Co. }  
Decatur Milling Co. }

**GEO. M. MOULTON & Co.**  
BUILDERS  
ARCHITECTS AND ENGINEERS  
GRAIN ELEVATOR CONSTRUCTION  
FISHER BUILDING CHICAGO

**John S. Metcalf Co.**  
ELEVATOR  
BUILDERS,  
1075 WEST 15TH STREET.  
Plans and Specifications a specialty. CHICAGO.

**THE BARNETT &  
RECORD CO.** MINNEAPOLIS, MINN.

....Contractors and Builders of....

## Grain Elevators

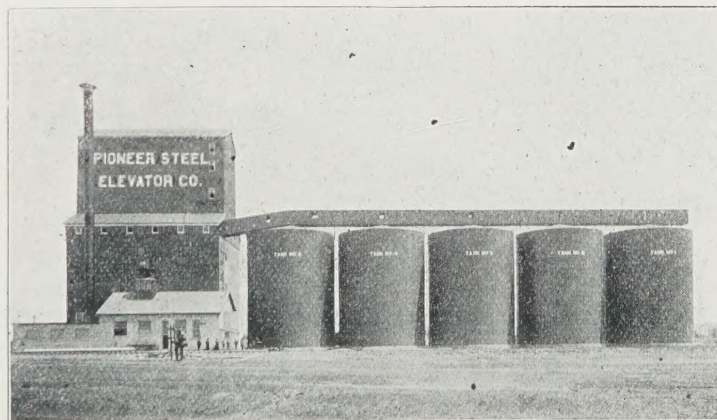
# Wm. Graver Tank Works

MANUFACTURERS AND BUILDERS OF

## STEEL STORAGE TANKS

...AND...

## →Steel Elevators←



✿ ✿ ✿  
We  
Build  
**Storage**  
For  
Any  
Commodity  
Of  
Any  
Capacity  
✿ ✿ ✿

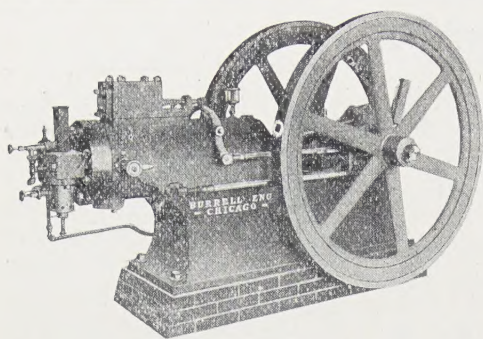
GENERAL OFFICES,

**303 Dearborn Street, CHICAGO.**

**YOUNGLOVE, BOGGESS & CO.**  
CONTRACTORS, DESIGNERS  
AND BUILDERS OF  
**ELEVATORS**  
Write us for Ideas and Estimates  
**MASON CITY, IOWA.**

A. E. HONSTAIN I. S. HONSTAIN.  
**HONSTAIN & CO.,**  
Contractors and Builders of  
**GRAIN ELEVATORS**  
324 THIRD ST., S., ROOM 215,  
MINNEAPOLIS, MINN.





SEND FOR OUR NO. 2 CATALOG.

## SKILLIN & RICHARDS MFG. CO.,

241-245 S. JEFFERSON ST.  
CHICAGO, ILL.

MANUFACTURERS OF **Grain Elevator Machinery**  
OF THE MOST APPROVED KIND.

Rope Transmission.

Link Belting.

Sprocket Wheels.

Pulleys, Hangers, Etc.

Salem Elevator Buckets.

Steel Plate Friction Clutches.

Rubber, Leather and Cotton Belting.

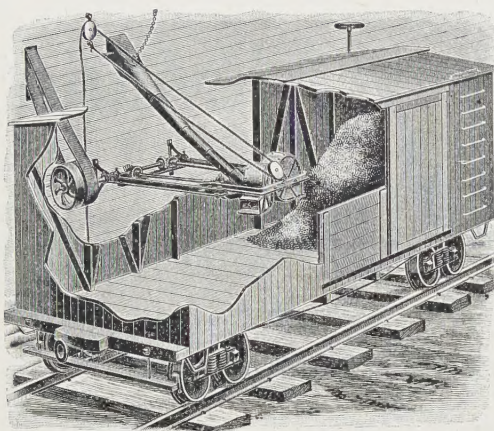
Spiral and Belt Conveyors.

Elevator Bolts and Washers.

Makers of the BURRELL ENGINES for Gas and Gasoline.

POPULAR, RELIABLE AND GOOD.

## The Champion Car Loader



Will fill each end of the car at the same time.

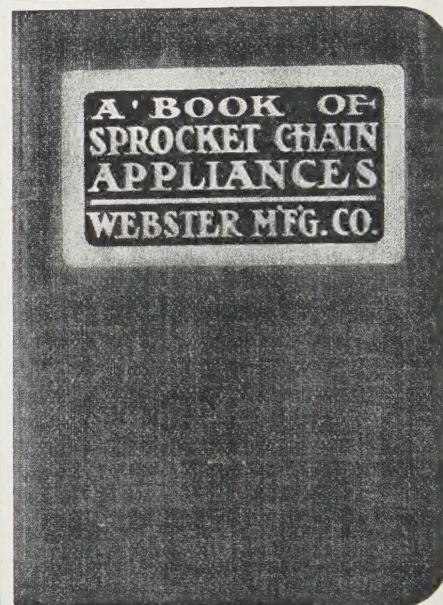
Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

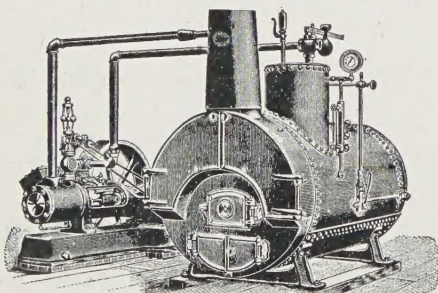
**E. H. REYNOLDS,**  
STERLING, ILL.



Our book of Sprocket Chain Appliances, also our book of Power Transmitting Appliances are full of valuable information for all who are interested in either of these lines. We will take pleasure in mailing them on application. Have you received our March 1st Price Current?

**WEBSTER MFG. CO.**

1075 W. Fifteenth Street, CHICAGO, ILL.  
38 Dey St., NEW YORK CITY.



## THE LEFFEL ENGINE

FURNISHED IN A VARIETY OF SIZES AND STYLES  
FROM THREE H. P. UP, AFFORDS

**BEST POWER FOR ELEVATORS AND MILLS**

BECAUSE:

No expense for fuel, waste cobs furnishing more than enough.

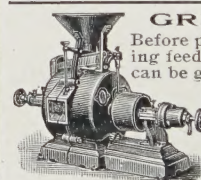
Do not take "Bucking" Spells.

Are thoroughly reliable and can be depended on to furnish steady and strong power when wanted. Less trouble and expense to keep in running order.

More durable than any other power.

Pamphlet with prices on application, stating size power wanted.

**JAMES LEFFEL & CO.,**  
Box 84. SPRINGFIELD, OHIO.

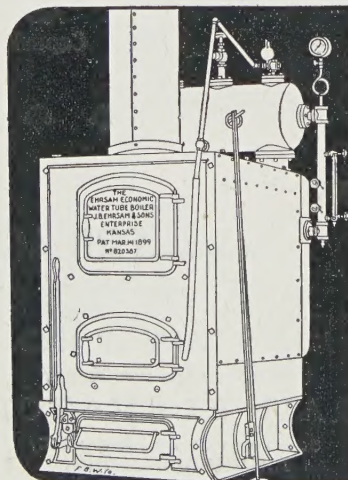


**GRINDING MILLS.**

Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

SPROUT, WALDRON & CO., Drawer H, MUNCY, PA.



## ELEVATOR POWER FOR LITTLE MONEY.

Grain men will find upon investigation, that better satisfaction is obtained from the

## Ehram Economic Water-Tube Boiler

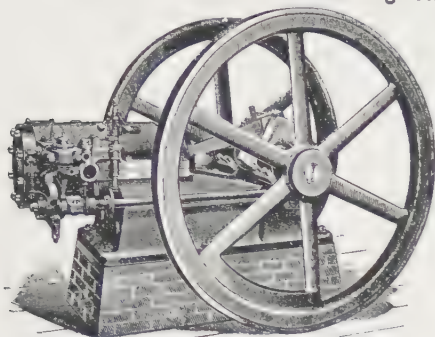
than from any other steam generator made. It is a quick steamer—requires only 15 or 20 minutes to develop working pressure. It is a dry steamer—steam is superheated before reaching the dome. It saves fuel. It is self-contained and requires no walling in—only an inexpensive foundation. Compact—takes small space. Radiates little or no heat and can be set where most convenient. Has rocking grate bars. All necessary fittings and appliances furnished free. Two styles; 6 to 20 horse power. Tested to 220 pounds. It is a money-saver. Send for booklet and prices.

**J. B. EHRSAM & SONS, ENTERPRISE, KANSAS.**

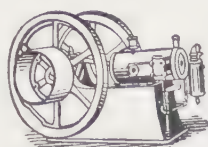
We are Headquarters for Elevator Supplies of every description. SEND FOR CATALOGUE.



The "New Era" Gas and Gasoline Engines.



If interested write for particulars to  
**THE NEW ERA IRON WORKS CO.,**  
 No. 86 Dale Ave. DAYTON, OHIO.



Gold Medal, World's Fair, 1893,  
 Omaha, 1899.

# LEWIS GASOLINE ENGINE

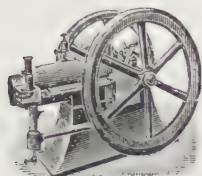
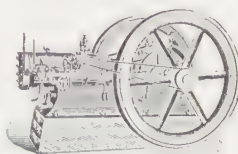
ADAPTED FOR GRAIN ELEVATORS  
 FEED GRINDING  
 ELECTRIC WORK

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

## FOOS GAS and GASOLINE ENGINES.

Adapted for Elevators, Mills, Factories, Pumping, Farms and ALL Power Purposes. Largest exclusive Gas Engine Factory in America. Engines in stock for quick delivery in all principal cities. Full particulars on application. Write for catalogue 11.

FOOS GAS ENGINE CO., Lock Box 155, SPRINGFIELD, O.



## Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.

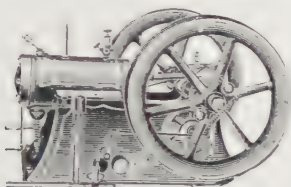
Get Our New Catalogue and Prices.

**Weber Gas & Gasoline Engine Co.,** 1531 Monadnock Block,  
 CHICAGO, ILL.  
 Main Office and Factory, KANSAS CITY, MO.

When Writing Advertisers  
 Kindly Mention the

Grain Dealers Journal.

Iowa's Adopted Flower—THE WILD ROSE.  
 Iowa's Best Engine—The "Waterloo"



Power for every class of work. Write for catalog, prices and terms.

The Waterloo Gasoline Engine Co.  
 Box 56. Waterloo, Iowa.

## Grain Register

For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/2 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

PRICE - - \$1.25.

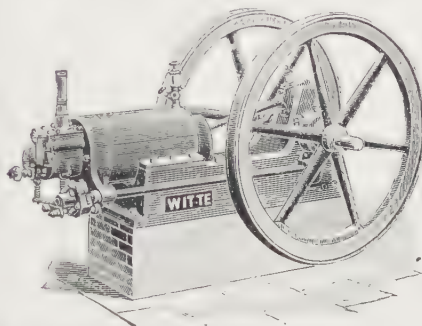
For Sale by  
**GRAIN DEALERS COMPANY,**  
 10 Pacific Ave., CHICAGO, ILL.

## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers. to keep a record of all cars of grain shipped. This book is 9 1/2 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. Price \$1.50.

**GRAIN DEALERS COMPANY**  
 10 Pacific Ave., Chicago, Ill.

## Gasoline Elevator Engines



ARE O. K. IF MADE BY

**WITTE IRON WORKS CO.,**

513 W. FIFTH.

Catalog 1 tells all. KANSAS CITY, MO.

## Clarks Car Register.

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

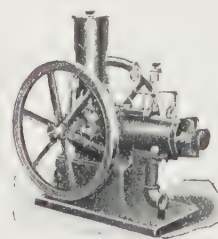
All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9848, turn to the marginal index for the unit, 8, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14 1/2 inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

Sold by **GRAIN DEALERS COMPANY,**  
 10 Pacific Ave., CHICAGO, ILL.

## THE MIETZ & WEISS GAS and KEROSENE ENGINES



The Cheapest  
 Power Known

BURNS KEROSENE OIL

No electric battery or flame used. Grain elevators, electric lighting, pumping and all power purposes.

**AUG. MIETZ,** 128-138 Mott Street, New York.  
 Catalogue free on application.

## WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

ELEVATOR for sale by John Helberg at Nerstrand, Minn.

FARM, elevator, storeroom and stock goods for sale. J. C. Spahr, Clare, O.

GOOD 40,000-bu. elevator in N. W. Ia; cheap. E. C. Cowles, Storm Lake, Ia.

ELEVATOR, implement and coal trade for sale. Write Box 9, Essex, Ill.

KANSAS elevator for sale with feed mill and sheller. Box 340, Wamego, Kan.

IOWA 50,000-bu. elevator for \$2,600 if sold soon; a snap; good country. Address Lock Box 4, Burnside, Ia.

MICHIGAN elevator, 15,000 bu. and coal business for sale. Best location. Address Box 39, Mendon, Mich.

ELEVATOR on C., R. I. & P., grain, flour, feed and coal business. Fine equipment. W. A. Lower, Herington, Kan.

INDIANA elevator, 10,000 bu., good condition; one man can operate it. Address J. P. Schoemaker, Middletown, Ind.

ELEVATOR for sale or rent, on C. & N.-W. Ry., good grain station, 600 to 800 cars per year. B. F. Lane, Lee Center, Ill.

GRAIN and stock business for sale cheap; elevator; no competition. Part cash, balance on time. Address E. Pankhurst, Boyd, Iowa.

KANSAS elevator for sale, on Santa Fe R. R. between Wichita and Newton, capacity 24,000 bushels; horse power. Samuel Garver, Valley Center, Kan.

TWO elevators, 15,000 bu. capacity each; in northern central Iowa; good territory; terms reasonable. Address Grain Dealer, Lock Box 1005, Minneapolis.

N.-W. Iowa, 35,000-bu. elevator on C. & N.-W. Horse power. Bargain. Must sell. Address Mac, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR for sale in western Iowa, excellent territory and best of reasons for selling. Address A, Box 1, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

ELEVATOR with oat bins, corn cribs, in central Illinois. Good local trade. For sale at a bargain. Western, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

IOWA elevator, 14,000 bu.; county seat on C. & N. W. R. R. Must sell quick, \$2,000. Large territory. Address Sacrifice, Box 11, care Grain Dealers Journal, 10 Pacific Av., Chicago.

STEAM elevator and warehouse of about 20,000 bu. capacity, including lots whereon located, in one of the best grain points on Northwestern Road in Northwest Iowa, for sale. Address Baumann Bros., Milwaukee, Wis.

## ELEVATORS FOR SALE.

GRAIN, coal and stock business, cheap. N. E. Kan. Best elevator west of Atchison, modern, perfect order, good crops. Address B. R., Box 1, care Grain Dealers Journal, 10 Pacific Av., Chicago.

THREE good 20,000-bu. elevators in best grain district of Northern Iowa. Good dumps. Gasoline engines. Well equipped. Located at Osage, Mitchell, and St. Ansgar. Good crops. Address John Bartle, Mitchell, Iowa.

WANTED: One man to take one-half interest, or two men to take one-third interest each in a string of elevators, including flour mill. Location among the very best in Indiana. Address The Bassett Grain Co., Indianapolis, Ind.

GRAIN and coal business at splendid point in N. W. Ia. for sale; two elevators, gasoline power, cribs, etc. Now handling 300 to 350 thousand bu. annually. For particulars address Fred, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

SMALL elevator built in modern style with car-loader and modern conveniences, doing good business, for sale on easy terms. Not much capital required. Excellent reasons for selling. Address The Ideal Car-loader Co., Sullivan, Ill.

GRAIN and stock business for sale. Modern, new 20,000-bu. elevator, No. 9 clipper, cleaner; 6-h. p. gasoline engine; brick engine house, large office, 6-ton scale. Price, \$3,800; R. R. fare off to a quick buyer; possession any time. We desire to locate on new road. B Grain Co., Lock Box 81, Sumner, Ia.

ELEVATOR property for sale; located on main branch of Wabash R. R. between Decatur and St. Louis, 76 miles from St. Louis, 210 from Chicago, 357 from Toledo. In a good farming country and good location. Capacity, 20,000 bu., and cribs for 35,000, and warehouse and other buildings. Address Lock Box 18, Palmer, Ill.

ELEVATORS for sale, 15,000 capacity, horse power, located corn and oats district Central Illinois. 25,000 capacity, steam power. Cedarburg, Wis. 20,000 capacity, steam power, Oconomowoc, Wis. Also elevator on C. M. & St. P. R. R., Bonilla, So. Dakota. Berger-Crittenden Co., 49 Chamber of Commerce, Milwaukee, Wis.

N.-W. IOWA elevator for sale. Good locality; 30,000 bu. capacity; 6-h. p. gasoline engine, cleaner. Savage & Love double dump, grinder, Fairbanks scales; all in first-rate condition. Plant only 4 years old. Coal business in connection. Satisfactory reasons given. G. B., Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

## ELEVATORS FOR SALE.

ELEVATOR at Moore, Okla., for sale, with 100-bu. hopper and 4-ton wagon scales, No. 2 Eureka Cleaner, 8-h. p. steam engine, 3 bins and sink holding 4,000 bu.; office; all new. Station will ship 400 to 500 cars; I have guarantee of 2 cents per bu. on half. Snap for \$1,800; don't wait unless you mean business. Reasons, other business. Address Cyrus Williams, Norman, Okla. Ter.

ELEVATOR PROPERTY for sale, located on the main line C. M. & St. P. Ry. in central Iowa, capacity 22,000 bu., crib capacity 25,000 bu., all new and in good order; gasoline power; ear and shelled corn dump and oats dump. One competitor, very fine competition, no scoop shovel men or feeders. Corn and oats principal crops; town ships 300,000 to 400,000 bu. a year; population 1,200. I am doing good business; have handled 97 cars since March 1, exclusive of crib stuff; good prospects for coming crop. Business will stand strict investigation and is a snap. Will give immediate possession or stay till Sept. 1. Reasons for selling, must go to another climate with family before fall. Terms reasonable. Address L. B., Box 1, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

## ELEVATORS WANTED.

ELEVATOR wanted to buy. A. C. Kaiser, Des Moines, Iowa.

WANT to buy elevator in good corn and oats section of Illinois or Indiana. Address J. H. Eversole, Mayview, Ill.

ELEVATOR wanted to rent, on C. & N. W., in Iowa. S. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

ELEVATOR wanted to rent in Minn. or Ia. A. G. S., Box 1, care Grain Dealers' Journal, 10 Pacific av., Chicago.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Exchange, 94 Traders Bldg., Chicago, Ill.

ELEVATOR at good grain point wanted. Will trade 4½ lots at Grand Island, Neb., value \$1,300; and two lots at Canon City, Colo., value \$300, balance cash. Address Bargain, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

## MILLS FOR SALE.

ROLLER corn mill, cotton gin and store for sale. Machinery good as new; corn and cob mill. Am too old to handle. E. A. Robinson, Kiowa, Ind. Ter.

## GRAIN FOR SALE AND WANTED.

DAMAGED grain wanted. W. B. Gallagher, 72 Pearl St., Buffalo, N. Y.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.



**ENGINES FOR SALE.**

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

25-h. p. Hixon tandem engine for sale, used one season. Address Minnesota Elevator Co., Winona, Minn.

GAS engine for sale; 40-h. p. Otto, in good condition. Frank Diesel Can Co., Stewart av. cor. 40th st., Chicago.

FOR SALE CHEAP; a large number of boilers, engines, steam pumps and iron pulleys, by Philip Smith, Sidney, O.

BOILER AND ENGINE for sale; 25-h. p. horizontal tubular boiler in good condition; 15-h. p. slide valve engine; price, \$150. C. L. Kinney, Hubbard, Ia.

NEW AND SECONDHAND machines. Engines from 1 to 50 h. p.; boilers 3 to 60. Passenger and freight elevators. Rafner Elevator Works, Kansas City, Mo.

STEAM engine and boiler, 15 h. p., made by Frost Mfg. Co., Galesburg, Ill. Good as new. Also 15 h. p. Van Dusen gasoline engine for sale cheap. Address John Bartle, Mitchell, Iowa.

STEAM PLANT for sale: 15-h. p. self-contained automatic horizontal engine; 15-h. p. horizontal steel tubular boiler, steel stack, 1st class condition; \$250. Richmond, Box 11, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ENGINES for sale: Frost automatic side crank, 50-h. p., good repair, used 6 mos., \$250; Wilford & Northway feed roll, used since last December, \$85; No. 3 Eclipse Grinder in good shape, \$15; 2 horizontal boilers 36 in. diam. 10 ft. long, 30 3-in. tubes, half arch front, grates, tested to 100 lbs. cold water pressure, \$100 each f. o. b. Omaha. Address Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

**SECOND HAND GAS AND GASOLINE ENGINES.**

- 1 35-h. p. New Era, in first class condition.
- 1 9-h. p. White & Middleton, as good as new.
- 1 6-h. p. Otto rebuilt, with latest improvements.
- 1 2½-h. p. Fairbanks-Morse.
- 1 7-h. p. Regan.

We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

C. P. & J. Lauson, 151 W. Water St., Milwaukee, Wis.

**ENGINES WANTED.**

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 49 W. Lake St., Chicago.

**SITUATION WANTED.**

POSITION wanted as foreman and officeman of elevator; 17 years' experience in grain. All references. Address L. H. Blankenbaker, Brook, Ind.

SITUATION wanted as manager in country elevator. Good judge of grain, and good trader; 35 years old with 10 years' experience as buyer; can suit anybody. B. N., box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

**MACHINES FOR SALE.**

IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

CORNWALL corn cleaner, latest model No. 2 Barnard & Leas used little over a year; does perfect work; much too large for us; price \$75 f. o. b. Decatur. Suffern, Hunt & Co., Decatur, Ill.

SEPARATOR for sale, Barnard & Leas Warehouse, No. 3; almost new, used little over a year; capacity 150 to 175 per hour. Price, \$38 f. o. b. our station. Eymann & Franz, Moundridge, Kan.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

**MACHINES WANTED.**

CORNWALL Corn Cleaner wanted, No. 1 or 2. W. W. Cameron, Chester, Neb.

WANTED: Good second-hand dump elevator leg, with boot, about 30-ft., for shelled corn and oats; also horse power for same. State price. J. R. Smith & Son, Lamoni, Iowa.

**SCALES FOR SALE.**

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

TWO 2d hd Fairbanks 100-bu. hopper scales, also several R. R. track scales, 38 to 64 ft., Fairbanks make, for sale. U. S. Scale Works, Terre Haute, Ind.

**FOR SALE-MISCELLANEOUS.**

ELEVATOR STANDS, two second-hand, 40 ft., for sale cheap, 1 with 3 x 4 in. cups, 1 with 4 x 6 in. cups; complete with heads, boots, trunking, etc. Address P. O. Box 48, Cedarville, O.

**WANTED.**

WANTED: Your order for a Constant Grain Feeder for your new oats house or addition. B. S. Constant Co., Bloomington, Ill.

RESPONSIBLE Maine dealer wishes to form connection with first-class Chicago shipper. M., Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

**HELP WANTED.**

MAN wanted, to assist in elevator, not afraid of work; must understand machinery, be a carpenter and speak German. Address J. M. Neer, Marion, O.

**ELEVATOR SITES.**

TEN ELEVATORS wanted on the Findlay, Ft. Wayne & Western Ry. Good locations. Communicate with Frank Finney, G. F. A., Findlay, Ohio.

**FINE  
LOCATIONS**  
FOR  
**ELEVATORS, FACTORIES,**  
AND OTHER INDUSTRIES ON  
**The Belt Railway of Chicago.**  
COMPETITIVE RATES.  
AMPLE CAR SUPPLY.  
ADDRESS B. THOMAS, PRES. & GEN. MGR.  
DEARBORN STATION, CHICAGO.

**GRAIN  
DEALERS JOURNAL**

10 PACIFIC AVE., CHICAGO, ILL.

190...  
Gentlemen:—Enclosed find One (\$1.00)  
Dollar for which please send the Grain  
Dealers Journal on the 10th and 25th of  
each month for one year to

Name .....

Post Office .....

State .....



**LUMBER** We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. Write for descriptive circular.

**R. H. McGRATH,**

Established 1851.

Lafayette, Ind.

## Keep Dust Out of Your Lungs



USE THE

## Hurd Respirator

Made of Soft Rubber. Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

# Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865

ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,682.27

W. L. Barnum, Secy

## The GRAIN SHIPPERS'

## Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,  
IDA GROVE, IOWA.

**MICHIGAN MILLERS**  
MUTUAL FIRE INS. CO.  
OF LANSING, MICH.

20 YEARS Successful Business.  
Net Cash Surplus, \$220,000.00.

**50% Dividends Paid** 1899 1900

Insures Grain and Elevators.

# Conveyor and Elevator BELTS



WE HAVE TAKEN SOME OF THE LARGEST CONTRACTS IN THE COUNTRY.

WRITE FOR PRICES . . .

**GUTTA PERCHA & RUBBER MFG. CO.** 96 & 98 Lake St., Chicago.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**  
Silver Creek, N. Y.



# GRAIN DEALERS JOURNAL

Published on the  
10TH AND 25TH OF EACH MONTH  
BY THE

## GRAIN DEALERS COMPANY,

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

### SUBSCRIPTIONS:

One Year, Payable in Advance, . . .	\$1.00
Six Months, " " " " . . .	.60
One Copy, . . . . .	.05
Foreign, Per Year, in Advance, . . .	1.50

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JULY 10, 1900.

Be friendly with your competitors.

What is the matter with Richmond weights?

A cleaner will be an unusually good investment this year.

Feed mills will be in better demand this season than for several years.

A crop report which is 10 days old at this season of the year is out of date.

Explosions of grain dust do not occur in elevators which are free from dust.

Indiana's 68-pound bushel should follow the bag lending abuse into the forgotten past.

The popularity of the power car loader will not wane. It does away with re-elevating and shoveling.

It may cost more to cooper cars carefully and thoroly, but the shortages in shipments will be much less.

The war in China will not decrease the demand for our feedstuffs and food products in that quarter of the globe.

Unwarranted overbidding may be a stimulus to trade, but it frequently brings death to the business of the dealers.

Do not accept bids for contract grades when you have only low grades to deliver. It will surely make you trouble.

Get acquainted with your neighbor dealers; be friendly and reasonable and you will get a profit out of the business.

The Ohio Association proposes to do more effective work this year, and members, as well as officers, are taking more interest than ever.

An eastern company, which seems to think it has a lead pipe cinch on the automatic scale trade, very graciously offers to rent its machines to those who

will pay an extravagant price. Its attempted extortion will prove a boon for the makers of other reliable automatic scales.

Confine your business to exchange members, then you will stand some chance of receiving fair consideration when misunderstandings arise.

If you experience any trouble in disposing of your cobs, shucks and dust, read the description of the successful cob burner, this number.

A good scale in the elevator will assist the shipper in guarding against unjust shortages. You cannot prove the weight of a car load by a guess.

The active markets of recent weeks have emphasized the tax on trades and greatly increased the earnings of Uncle Sam's internal revenue department.

Our Minneapolis letter, published in the Minnesota column, this number, depicts a condition very different from the ten-day-old Government crop report.

The millers of Michigan, Indiana and Ohio will be large buyers of winter wheat. Shippers of surplus districts would profit by making known what they have to offer.

The poor wheat of the present crop will prove a rich harvest for the mixers and grain hospitals, but the millers, alas, the millers of the short crop states will be wroth.

You may think your wagon scale is in working order, but a careful examination may disclose the fact that they are weighing against you. Be careful. Test them occasionally.

Insist upon having cars carefully cleaned and coopered before loading. Refuse to load old, worn out cars. Strengthen the doors, as most of them are not strong enuf for the large cars.

Dealers who are afraid to attend local meetings are to be pitied. More than three-fourths of the work done by the grain dealers' associations results in direct benefit to the grain growers.

Much poor wheat will be offered for sale in the districts afflicted with a crop failure and the dealers will get the poorest at the top market price unless they protest on its quality and dock it.

Keep your elevator and its contents insured all the time in a reliable company, then you will be protected against loss by fire. Grain men who carried their own risk only a day have frequently suffered heavy losses.

Shippers in the territory of the Central Traffic Association cannot afford to forget or ignore the arbitrary rule of the association, which makes 40,000 pounds the minimum amount which will be accepted at car load rates. Many of the

cars will not hold this amount, and many of the eastern interior buyers do not want such large loads.

Shippers who bid up to within one-half cent of the track bids, as is being done at El Paso, Ill., are sorely in need of a conservator to save them from the sheriff. The station presents a good field for association work.

When placing your insurance remember the mutuals. Unlike the stock companies, they are not in the business for what they can make out of you, but for the purpose of furnishing you with reliable insurance at cost.

The Eastern Indiana Division of the Grain Dealers' National Association has made a good beginning by getting the dealers of nine counties together. No dealer who has any money invested in the business can afford to stay out.

Elevator men who have put in a gas making machine and substituted gas for gasoline to operate their engines, will confer a favor on a number of elevator men by giving us the result of their experience for publication.

Join your local association and get in line to handle the new crop on a profitable margin. If there is no local or state association in your district better write to the secretary of the Grain Dealers' National Association and have one formed.

The secretary of the Nebraska Grain Dealers' Association has again emphasized the value and necessity of local meetings in a convincing circular. To the efficacy of local meetings the Nebraska Association owes much of its success.

Faulty operation of a gasoline engine, it matters not how good the engine is, often doubles the amount of gasoline used. The amount of gasoline used and the amount necessary with perfect operation is worthy of careful consideration by every elevator man.

The floater policy is becoming more and more popular with line house companies. With such a policy a firm can keep its elevators and grain insured all the time, regardless of the varying contents of each house. It reduces the work and worry of keeping all grain insured to a minimum.

The wheat shippers of the spring wheat states, Michigan, Indiana and Ohio, will have more poor wheat to handle this season than usual, and they cannot expect to get a good price for it, even tho "that fool competitor" does bull the local market and "force" them to pay more for it than it is worth.

A friendly traveler who covers Iowa points suggests the advisability of every elevator man placing his name in large letters on each side of the house. It would



surely assist travelers in learning names of the regular dealers at a station, and would also assist farmers in getting their grain into the right elevator.

The Chicago Board of Trade has placed its stamp of disapproval upon bucket-shopping trades by expelling the McLain Brothers for indulging in this dishonest practice, and others are on trial. If the members expect to retain the confidence and trust of the public it is necessary that they keep above suspicion of wrongdoing.

A dump which throws horses on top of one another or breaks their legs, will be found very expensive. The country barn builder has not been more successful in constructing safe dumps than in erecting elevators which will stand after they are filled with grain. A serious accident occurred at Rowan, Iowa, with a poor dump recently.

The rule governing the grade of No. 2 white oats in the Chicago market has not been changed, but the practice has, so that much which formerly was graded No. 3 white oats, will hereafter be graded No. 2. Accordingly the shippers who make any effort whatever to clean their white oats will succeed in having them graded No. 2.

Lending bags is a full brother to that other nonsensical abuse—free storage. But these ugly barnacles have been the direct result of unreasonable competition among unfriendly dealers. When the dealers of a county will take the time to attend monthly meetings and get well acquainted with their brother dealers, these abuses, together with many other trade troubles, will disappear.

The surplus of the United States Treasury for the year ending June 30 was \$81,229,777. This is above all requirements and expenditures. The income was \$568,988,948, of which \$296,299,388 was from internal revenue. Tell your Congressman about your unjust share of the internal revenue war tax. It is not needed by the Government. The grain trade should be relieved of the necessity of stamping records of every deal. The grain ticket, bills of lading, telegrams and express receipts at least should be relieved of the tax.

Receivers and track buyers who encourage scoop-shovel shippers by handling their business, must live continually in fear of being swindled by the shoveler. He has no money invested in the business, and invariably works on such a close margin that he must frequently lose, as he cannot foretell market changes. Some one must lose, as the scoop-shovel man has no capital, the commission man or track buyer is the one to suffer. Some receivers go quite to the other extreme in this matter and scratch from their lists every dealer, whether regular or not, who has not strong financial backing. Even

a mortgaged elevator scares them. If the conservative receiver finds it profitable to be so very careful, how in the world can any accept business from scoop men, who have no money invested in the business, and are known to do business on so close a margin that they can never expect to own an elevator.

Country postmasters whose salaries depend upon the business done by their offices are not always careful to charge just the right postage on samples of grain in its natural condition, which by special provision, are placed in third class mail matter, and are transmitted thru the mails at a cent for each two ounces or fraction thereof. The dealer who knows the rate will not send his samples by express, nor permit the postmaster to charge two cents an ounce, as has been done. The limit of weight for one package is four pounds.

Texas grain buyers take 72 pounds of unshucked corn for a bushel. Some find so many stalks in the corn that they insist upon taking 75 pounds for a bushel, all ought in justice to their own business to do likewise. Many other dealers would like to take more than 70 pounds in order to make good the shrinkage due to shucks and silk, but dare not. They fear the farmer will take the corn to their competitor. If the dealers would insist upon having clean corn in good condition, the rotten dirty stuff would be fed to the hogs.

Do not forget the great convenience, the better arrangement, the safety and the economy of power and space attained in the up-to-date elevator erected by the progressive elevator builder, who has made a study of the strains to which an elevator is subjected and to the needs of the operator. The aggregate cost of the elevator is invariably less than one put up by a barn builder and the cost of operation is always less than half, because the country carpenter does not understand what is needed, nor know how to erect it.

Some operators of gasoline engines are to blame for their engines consuming an unusual amount of gasoline, altho they never hesitate to place the entire blame on the engine. An Indiana elevator man who complained recently of the cost of running his engine was found to be consuming each day just nine times as much gasoline as a neighbor found necessary to run the same size engine of the same make for about the same work. If you do not thoroly understand the economical operation of your engine, better have some one who does examine it frequently.

Our export of hay for the eleven months ending June 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, have been 67,822 tons, compared with 60,547 and 73,201 tons for the corresponding periods of 1898-9 and 1897-8.

#### WHY THE ENGINE REFUSED TO GO.

"I was called to Winchester, Ind., to start a gasoline engine which had suddenly refused to run," said C. L. Hogle, of the Monarch Gas Engine Co., recently. "The elevator man was not able to give any reason for its sudden stubbornness, and for a time I could not locate the cause, altho I examined it very carefully. After several vain attempts to start it, and a fruitless examination of the feed and valves, I was convinced that I had something unusual to solve.

"It had been raining for several days and a strong east wind had been blowing. I made my way thru mud and water to the exhaust pipe and there found what saved the trouble of taking that engine apart. The exhaust pipe had once been in a vertical position, but thru some mishap it had turned to an angle of about 70 degrees, so that the end came nearly under the end of an eaves trough. The east wind had done the rest, i. e. it had assisted the rain, falling from the eaves trough, to alight in the open pipe and find its way to the cylinder. The water prevented explosions. With a sponge, waste and a small boy, the water was soon removed from the cylinder and the engine started without further trouble. It is needless to say that the elevator man now gives more attention to his exhaust pipe."

## ASKED AND ANSWERED

### INFORMATION WANTED ABOUT ESTIMATED RECEIPTS.

Grain Dealers' Journal:—How are daily estimated carload receipts at Chicago compiled? Who compiles them? How reliable are they?—Interior shipper.

### FORM OF CONTRACT FOR BUYING FROM FARMERS. SHIPPERS OF CORN.

Grain Dealers Journal: I would like to know the forms of contracts for use in buying grain from farmers, so I may select one that suits me best. Also the names of some reliable corn shippers in Kansas and Nebraska. F. S. Windle, Britton, Tex.

### IS GAS MACHINE SATISFACTORY?

Grain Dealers Journal: The price of gasoline is being kept so high that I think it would be cheaper for me to install a gas machine and make gas for my engine. If anyone has tried this I would be pleased to know what machine he used, and whether or not satisfactory results were obtained without an increased cost for power. F. M. T.

The Michigan crop report, issued July 10 by Justus S. Stearns, secretary of state, estimates the average yield of wheat this season at 7 bushels per acre, against 8 bushels last season. The condition of other crops is: Corn, 89; oats, 98; beans, 94; clover, 94, and potatoes 95 per cent. Farmers' deliveries of wheat during the 11 months ending July 1 were 7,415,000 bushels, against 15,856,000 bushels during the corresponding period ending July 1, 1899. The crop of wheat is not so universally a failure as in 1899, yet it is poorer in localities. In the main the damage is attributed to the Hessian fly.



## LETTERS FROM THE TRADE

## RAINS IN ILLINOIS.

Grain Dealers Journal: On July 7 this region was visited by a terrific wind and rain storm, doing much damage to oats, which is still standing in this locality, but nearly ready for the sickle. Much is badly lodged and razed to the ground.

Corn also is a little demoralized, but the soaking rain will be of benefit, far overcoming the damage, and falling opportunely just as the corn is silking and tasseling. Our prospect for a heavy corn crop could not be better.

We have little wheat to spare this year, but we can use more corn bread than usual.

The hay crop is sufficient for home uses, but not much to spare.

The Elevator Milling Co., of Springfield, operating practically the last and only flouring mill in Sangamon County, has succumbed to the inevitable, and is changing its machinery to produce corn goods. What are we going to do with our winter wheat, anyway, for it does not seem to be wanted for bread any more, but only for pie crust and paper-hangers' paste.

The weather is fine today, July 9. The hum of the binder will be heard in the oats fields this week.—M. R. Thayer, Dawson, Ill.

## WANTS THE BUSINESS OF REGULAR SHIPPERS.

Grain Dealers Journal: If more commission men would reply to inquiries from irregular shippers and scoop shovel men as did a certain Chicago receiver, there would be far less complaints from legitimate shippers. The Chicago commission man received a letter from a farmer asking for shipping directions on a car of corn. He replied to the farmer, and wrote the regular dealer at the station, informing him the nature of the correspondence. We take the following from his reply:

If you ship corn to us, bill cars \_\_\_\_\_, Chicago, Ill., and we will handle it to best advantage for you. But we are strong in the opinion that it would be more to your advantage to sell the corn to your home dealers, than to undertake to ship it yourself. Your dealers are a necessity to you, and need your support; besides the margin on which they handle corn is so small that it would be but little object to you even if you succeeded in saving it. We speak from experience, when we say that farmers who ship their own grain lose money by so doing, as a rule.

The commission man also told the dealer that if the farmer did ship him that he would charge him double commissions and divide with the local dealer, who was entitled to the trade.

The local dealer was, of course, more than pleased to find a commission man looking out for the interest of the regular dealer, and replied to him with the following:

Chicago, Ill.:  
Dear Sir: Yours received. Regarding Mr. \_\_\_\_\_, I think the letter you wrote him fine, and if more commission men would answer farmers the same way it would be better for the country grain dealers. We bot the last car to keep him from shipping. We do not make a business of buying grain and loading at our competitors' station. If he ships you the corn give F. J. S. the commission, as the farmer does not belong to our territory.

Yours truly,

If all commission men and track buyers would make it a point at any and all times to discourage shipments by farmers and scoop shovel men, they would merit and get more business from regular shippers. Let more commission men emulate the good example set by this Chicago receiver. S. S. J.

## RELATION OF COUNTRY SHIPPER TO THE TRACK BUYER.

(From a paper by E. W. Seeds, Columbus, read before Ohio Grain Dealers Association at Put-in-Bay.)

Before considering the subject assigned me it may be of advantage to give a moment's thought to the trade in the days before the advent of the track buyer, say twenty-five or thirty years ago.

Then the shipper bot his grain at prices based wholly on the seaboard market or the price being paid by some large speculator at an interior point of accumulation, such as Cincinnati, Cleveland or Buffalo. He figured on a margin of five to ten cents per bushel in making his transactions. He consigned all grain to some commission firm to sell for his account, and when accounts were finally returned, usually from thirty to ninety days after he had purchased the grain, his large margin was often wholly wiped out and many times a large loss was added, by the market change during the long time he was obliged to own the grain. Only men of large means could afford to take the risks of the trade or furnish the money necessary to handle it, and the trade was consequently confined to a few.

Today, the shipper, if he is honest and careful, wants but little capital, and need not take the risk of the market for a day, unless he wishes to do so, so great is the change in the methods, and these are due almost solely to the track buyer, and the general speculator. The track buyer is the connecting link between the country shipper and the intricate machinery that has been developed for the handling of grain products cheaply; and just as necessary in obtaining best results, as the belt connection between the engine and the thrasher, when a crop of wheat is to be garnered.

Formerly the interior wants of Pennsylvania and New Jersey were supplied by reshipment from Philadelphia, New England by reshipment from New York and Boston, the South from Baltimore and Richmond, and so on, while now, thru the medium of the track buyer, all this territory is immediately available to the Ohio shipper as a market, and in fact furnishes an outlet for most of his shipments.

The business of the shipper and of the track buyer or distributor are of entirely different character, in fact they are different businesses, and I do not believe they can be united with best results, any more than the business of growing and shipping grain should be united.

That the relation of the shipper and track buyer should be cordial, no one will deny, and if we can suggest anything that will promote such relationship we shall be satisfied. Let us figure for a moment what each should be.

The shipper should have the best elevator his means and the amount of business to be done will justify, and it should be equipped with sufficient machinery to handle grain cheaply and put it in the best condition for his customers. He should have a large hopper scale or a track scale under cover, and be sure that every shipment is carefully and properly weighed and loaded into a car that has been thoroughly coopered and is in good condition. Such care will avoid shortages to a large extent. When, however, such a claim is presented to you, don't jump at once to the conclusion that you are infallible and the buyer dishonest, but investigate carefully and give the track buyer all the information about the matter you can. It is his interest always to protect you from an unjust claim.

Invoice your grain honestly; that is, at actual weight. Shippers are sometimes accused of adding one per cent to invoice to cover their guarantee, and I have had confessions of such acts from shippers of otherwise good reputation. How any reputable man can be guilty of this, a criminal offense under our statute, I can not comprehend, and besides the moral offense, such practice has done more perhaps than any one thing to multiply shortage claims, and to incline buyers to insist on their payment even where weights at destination were not of the best. Devote your attention to the elevator business strictly. How about the scoop-shovel man? Our association blacklists him; remember, still, we may want to think of him a little later.

The track buyer should be a wide awake man, devoting all his time and talent to the business. He should be in close touch with all the general markets, as well as with every section of the interior, where he may possibly find a profitable outlet for the grain from his territory. It

is his business to find markets, and the best ones for his shippers whom he should keep thoroughly posted, and treat in every way as friends and not as victims to be plucked as occasion offers. As a rule he buys over limited territory and depends almost solely on that for his trade, while the whole East and South is open to him as an outlet at different times if he is energetic, and that he must be, or fail of success. He must insist that his shippers are treated fairly in the matter of claims, as well as to insist that the shippers pay claims when just. He is between the fire of the shipper and consumer in these matters, and should insist on such settlements as he believes just after full investigation. He must of necessity practically serve as arbitrator between his customers East and West in the matter of claims, consequently a buyer of sound judgment and unquestioned fairness is the better one for the shipper to trade with, rather than the man who cannot be depended upon, even though the latter will sometimes offer  $\frac{1}{8}$  or  $\frac{1}{4}$  or even  $\frac{1}{2}$  cent more for the grain. It pays to trade with people on whom you can depend.

We have also a class of so-called track buyers in Ohio that correspond very closely with the scoop-shovel man among shippers. He sometimes operates an elevator and during certain seasons of the year arranges to act as broker for some firm at the seaboard, just as the scoop-shovel man slides into your station when a large crop is moving briskly. What shall be done with him? How shall the buyers and the shippers treat him, and also the fellow who locates in your town to buy a few cars during a busy season? Is it any better, or worse, for shippers to engage in this sort of thing, or to sell to or in any way recognize such track buyers, than for the legitimate track buyer to trade with the scoop-shovel man, or even buy direct from farmers? No reputable track buyer, so far as I know, offends in the above named way, and I believe quite a little effort is being made by our association to eliminate the scoop-shovel man. Why not out the other class with him? When shippers attempt to work the customers of the track buyer he is sometimes greatly tempted to put in a man to buy directly from the farmer. Either of these acts is demoralizing to the trade and not profitable in the end.

To sum up, I suggest the following as likely to obtain best results for all: That the shipper properly equip himself for his business of buying and shipping grain. Conduct his business honestly and with great care as to the weight and quality of every shipment; treat such claims as are presented fairly and investigate fully. Sell only to regular buyers who are in the market practically all the time, and who keep him well advised and are reliable in every way.

That the track buyer trade only with reliable, well equipped and careful shippers, on whom he can depend fully in every way, leaving entirely out of consideration the farmer, the scoop-shovel man and the unreliable or tricky shipper. Keep his customers as well advised as possible, of market conditions at all times, and when changes in values occur, treat them as friends and not as victims.

Such a course, it seems to me, would in a short time correct many of the evils of the trade. If you force the unreliable and scoop-shovel dealers on the one side to trade with the tricky and occasional buyer on the other, you will soon eliminate both, to the very great advantage of the better elements of the trade. It pays to do right. Anything worth doing at all is worth doing well.

Hay exports during the nine months ending April 1 aggregated 56,250 tons; against 49,138 and 59,317 tons during the corresponding periods ending April 1, 1899, and 1898.

The visible supply of grain in the United States and Canada July 7, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, comprised, wheat, 46,877,000 bushels; corn, 13,188,000; oats, 7,146,000; rye, 596,000; barley, 668,000; against wheat, 34,009,000 bushels; corn, 12,963,000; oats, 5,652,000; rye, 727,000; barley, 997,000 at the corresponding date a year ago.

Consul Listoe writes from Rotterdam, May 25: I have today received a letter from the firm of Pototsching & Frankel, in Trieste, Austria, in which inquiry is made for "some A No. 1 exporter of flaxseed in the United States." The letter further states: "Owing to the great scarcity of linseed in India and Russia, and consequent enhanced prices, America can now compete favorably, and we hear of several sales from the United States."



## A SUCCESSFUL COB BURNER.

By C. M. Ulrich.

In many localities the problem of disposing of the cobs and dust from a country elevator is hard to solve. Cleaning out the dust house is disagreeable, and hauling out the cobs is always an expensive job. The usual practice where there is a surplus is to dump the cobs and dust on a vacant lot at a safe distance from the elevator where they burn and smolder, often for days at a time, especially if they get wet. The smoke is always a nuisance and the sparks dangerous.

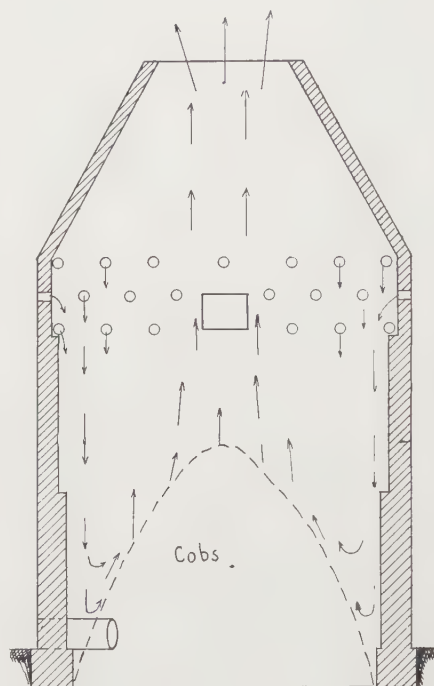
About twelve years ago we made our first experiment at burning the cobs and dust in a refuse burner or cob kiln, and have continued to burn the cobs at that point since. Our first burner was about eight feet inside diameter and fifteen feet high, built like a cistern with a four foot opening in the top. The cobs were conveyed to it in a box by a No. 45 chain, a distance of 124 feet, and the dust was blown direct from the cleaner fan in a separate dust spout. This spout never caused any trouble, but it was hard to keep the cobs from getting into the links of the chain and throwing it off the drive sprocket wheel. The sheller was the largest size Western. The burner had a fire brick grate with plenty of draft from below.

When everything was ready we ran in a few cobs and started a fire. This is hard to do, as the cobs from a large sheller will cover it up before it gets a good start, if not properly managed. When the fire did get a start it sent up a flame like a blast furnace, and when we stopped the fan the black smoke would roll out like that from a rolling mill. But it consumed the cobs and dust and a few hours after we stopped at night everything would be burnt up clean. It would do the work, but the flames, sparks and burning shucks were alarming. The farmers named it the Devil's Jug. It was a dangerous neighbor. The intense heat confined in so small a space soon burned out the bricks so that the top fell in. We had solved the question of getting rid of the cobs and dust in the quickest, cleanest and most economical way; but the fire risk was too great and the brick work was too quickly burned out.

Next we built a kiln of the same diameter from top to bottom with a draft at the bottom and blew the dust in at an angle so as to give the flame a whirl and the air from the fan following the brick wall helped to keep it cool. We used the burner in this shape for a number of years; but the fire risk was still too great for general use, and the wall would get too hot and shorten the life of the brick work. We had laid the inner course of brick in clay, but the intense heat would melt the brick and it would form a slag or glass and run down the wall like icicles. Where the spouts entered the wall the suction was strong. One of our agents noticed this and built a kiln in which he left a number of holes at intervals by inserting 6-inch tile in the wall. His burner is 18 feet inside diameter, about 25 feet high, drawn in to 10 feet at the top and has about twenty-five tile put in above the 15-foot line. It has a separate 4-inch lining wall of common brick, which will soon need replacing after five years' hard usage. There is no grate of any kind, only a small hole at the bottom large enough for a man to crawl in and start the fire and then close it up. The cobs and dust enter

in a single spout direct from the cleaner without a conveyor of any kind. The kiln cannot be over 25 feet from the elevator, but the combustion is so perfect that no smoke, flame, dust, ashes or sparks are thrown out at the top. The cobs are consumed as fast as the cleaner can drop them in. The burner is all above ground and the spout enters about 15 feet from the level.

The action is about as follows: The cobs soon form a cone-shaped pile (after the machinery is started) in the middle of the burner without touching the walls. The fire creeps up the pile and forms a bed of coals. As the fire must have air it draws it in thru the tile holes in the wall. This air, being cold, falls as soon as it enters and forms a cushion of cool air between the brick wall and the cone of live coals in the center. As



A Successful Cob Burner.

this air nears the bottom it is soon drawn up and supplies the oxygen necessary for combustion. It then passes out at the top as hot air and gas, making a suction that draws in more cold air at the tile holes. Dust and shucks are instantly consumed as they are blown from the dust spout directly into the bed of coals, and have no chance to fly out at the top in the form of sparks. If the draft is made strong by an opening at the bottom it will throw out pieces of burning cobs at the top.

This kiln is banded with 5 or 6 straps of iron one-fourth inch thick and 4 inches wide, altho we have used  $\frac{1}{4}$  x 2-inch bands with good results. We have since built three burners of this pattern and know of several other dealers who done the same.

Our latest burner has the following dimensions: Inside diameter, 16 ft.; total height, 30 ft. Upper 10 ft. drawn in 1 in. at each course. Top opening, 8 ft. Foundation, 2 ft. wide and 2 ft. deep. Wall, 18 in., 13 in. and 8 in. thick. Four inches of the 18-in. wall is an inner lining of common brick. This section of the wall is 8 ft. high, second, 8 ft., third, 4 ft., and top 10 ft. The bricks in the top section are laid level but each course

is drawn in about an inch, the bricks are not tipped at an angle. The inner 4-in. lining wall is laid in clay, but the rest in lime mortar with a little Louisville cement. The 6-in. tile vent holes are in the wall between the lines 16 and 20 ft. from the ground, the idea being to cool the wall and divide the draft so as not to create too much suction. The dust from two fans and the cobs enter from a single spout, of which the section next the burner is of iron and is disconnected when not running and at night for safety.

This burner will burn up the cobs from 500 bushels an hour. The firing hole at the bottom is an 18-in. round hole built into the kiln for 2 ft., and should be kept closed. The walls are built like any other brick work with a header course every 18 ins. It requires no attention whatever after the fire is started, and the ashes do not amount to anything. A smaller kiln will burn the cobs, but will burn out and be a source of danger. Then the cobs will pile up against the brick work and make an intense heat. If a strong draft is let in at the bottom of a smaller kiln burning shucks and sparks will be flying out at the top.

## BOOKS RECEIVED.

THE FORTY-SECOND ANNUAL REPORT of the Chicago Board of Trade of the trade and commerce of Chicago for the year ending December 31, 1899, as compiled by the secretary, George F. Stone, has been received. Besides the Secretary's trade review and the reports of the Treasurer and Board of Directors, it contains many valuable tables of detailed statistics of Chicago's grain and provision trade.

THE UNITED STATES TELEGRAPHIC CIPHER, is the title of a cipher code adapted to the use of dealers in fruit, produce, grain and merchandise brokers. It is a very complete code and covers every point that might arise in the above trades. It is well indexed and conveniently arranged for quick sending and translation of messages. The code was compiled by Joseph H. Wilson. It is of convenient size, being  $4\frac{1}{4}$  x 7 in., and is well bound in heavy cloth covers. It is published by Charles H. Parsons, 94 Murray St., New York. Price, \$3.

ELWOOD'S GRAIN TABLES is the title of a set of grain tables showing the value of bushels and pounds of different kinds of grain, so arranged as to exhibit upon a single page, the value at a given price from ten cents to two dollars per bushel of any quantity of grain from one to ten thousand bushels, as well as the fractional parts of a bushel. The price per bushel is at the top of the page, the column of quantities is in heavy faced type, the column at left gives the value of the bushels in dollars and cents and the value of pounds is found in columns to the right. The column of quantities is used for both pounds and bushels. This book is well printed on good paper and is bound in heavy cloth covers. It is published by E. Darrow & Co., Rochester, N. Y. Price, \$1.25.

Malt amounting to 273,915 bushels and barley amounting to 22,549,000 bushels was exported during the eleven months ending with June 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 290,302 bushels of malt and 1,953,000 bushels of barley during the corresponding period of 1898-9.



# THE PIONEER STEEL ELEVATOR CO.'S PLANT IN MINNEAPOLIS.

The recent rise in insurance rates made by stock companies in different parts of the country will prompt persons contemplating the erection of large grain elevators to consider more seriously than heretofore the advantages offered by steel houses. The fire hazard and the interruption of business caused by fire have always been discouraging factors to the investment of large amounts in the wooden grain storage plants. Fire-proof tiling has been experimented with in Minneapolis and it seems to withstand the storage strains satisfactorily, but insurance experts claim it will crack and crumble when subjected to fire. The combination of wood cribbing with a steel house is being tried in Boston. The steel elevator has long since ceased to be an experiment, and the steel tank has gained a

90,000 pounds, also have steel hoppers and above the scales are four steel ganners of 1,500 bushels capacity.

The basement, unlike most elevator basements, has a high ceiling, so that one can walk about in it without stooping or cracking his head.

The conveyor subway, which extends the full length of elevator and tanks, contains one 36-inch conveyor belt that draws grain from the tanks direct to either of four receiving sinks in the basement, without the use of a traveling tripper.

The top gallery, through which the grain is conveyed out to the tanks, also contains a 36-inch conveyor belt, which has a carrying capacity of 20,000 bushels per hour, and with the assistance of a Weller traveling tripper can convey grain into either of the five tanks.

The working floor of the elevator has the unusual height of 26 feet, so it is well

affords easy passage from working floor to cupola.

The five tanks adjacent have an aggregate capacity of 650,000 bushels, giving the plant a total storage capacity of 1,000,000 bushels.

The brick power house, which is 20 feet from elevator proper, contains a 400-horse power steam plant of modern design with all the latest and most economical attachments. The house is located convenient to the tracks of many different railroads, and its storage facilities will surely be used by many shippers of the Northwest, who will ever be eager to escape paying the high prices demanded for insurance by the agents of the stock companies.

Atchison county, Kansas, raised its first wheat in 1863. It was grown by J. P. Brown and sold for \$1.50 per bushel.



The Pioneer Steel Elevator Co.'s Plant in Minneapolis, Minn.

place for itself at the head of the least hazardous of grain storage plants. For a time the price of steel was high, but it didn't discourage the erection of steel storage plants by those who considered the cost of insurance.

The latest, the most complete, the most perfect steel storage plant erected is the elevator and tanks erected for the Pioneer Steel Elevator Co., in Minneapolis, by the William Graver Tank Works of Chicago. This elevator, which is illustrated herewith, contains no wood. Everything is of iron with the one single exception of the clippers, cleaners and separators. Its 53 hopper bottom bins, which have a capacity of 350,000 bushels, are made entirely of steel. Its four receiving legs, which have a receiving capacity of 15,000 bushels per hour; its four shipping legs, which have an elevating capacity of 10,000 bushels an hour, and the screening leg are all enclosed in steel. Its four Fairbank's Hopper scales, which have a capacity for

lighted and ventilated even when cars are standing on each of the two tracks which run through the house. On this floor are 1 No. 9, Special Monitor Oat Clipper, 2 No. 9, Special Monitor Flax Cleaners, 1 No. 9, Special Separator, and 2 No. 9, Monitor Warehouse Separators.

The shipping track is outside the elevator, but each of the other tracks can be used for shipping. Two large car pullers are provided for drawing cars into place, and five bifurcated shipping spouts are providing for loading. Rope drives are used throughout the plant, Ajax Transmission Rope being used. The house is equipped with the complete Day Dust Collecting system, sweep-ups being placed on each floor and Day Dust Collectors wherever needed.

The elevator as well as foreman's office on the first floor and the weighman's office on the scale floor are lighted by incandescent electric lights. The offices are heated by steam. A passenger elevator

The wheat crop of Barton county, Kan., covers 253,000 acres, yielding 5,000,000 bushels, which, at 60 cents, means \$228 for every person in the county.

The recent bursting of the monsoon on the western coast of India assures good rains for the famine stricken districts and the successful planting of food crops.

India's wheat crop for 1899-1900 is estimated at 22,985,000 quarters, against 29,786,000 quarters in 1898-9 and 28,387,000 quarters, the average of the last five years.

The flaxseed market at Chicago had a sharp flurry recently following the bulge in wheat. The price at one time June 25 was 38 cents over the closing price of the previous day.

The exports of rice, rice bran, meal and polish for the eleven months ending June 1 were 36,250,000 pounds; compared with 15,070,000 pounds for the corresponding months of 1898-9.



## MEETING OF EASTERN INDIANA DEALERS.

The meeting of the grain dealers of Eastern Indiana was called to order in the Commercial Club Rooms, Muncie, at 2 o'clock p. m. June 28, by David Cammack of Muncie, who called upon the Secretary of the Grain Dealers National Association to explain the plan of organization proposed.

The National Secretary read the Constitution and By-Laws drafted by the dealers at the morning meeting, which is the Constitution and By-Laws of the Western Indiana Division of the Grain Dealers National Association in an amended form. It is as follows:

### PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of an association of grain dealers in Eastern Indiana, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those regularly engaged in the grain business, the formulating of rules for the transaction of business and the promotion of friendly relations among legitimate grain men of the district; for the furtherance of that purpose we hereby create and establish this Constitution.

### ARTICLE I.—NAME.

Section 1. The name of this organization shall be the Eastern Indiana Division of the Grain Dealers' National Association.

### ARTICLE II.—MEMBERSHIP.

Section 1. The membership of this Association shall be confined to the grain shippers of Madison, Henry, Hancock, Delaware, Blackford, Jay, Wayne, Randolph and Adams counties, Indiana, who are eligible to membership.

Sec. 2. Any person, firm or corporation operating a grain elevator, and engaging in the buying and selling of grain continuously, may become a member of this Association; also any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two members, firms or corporations operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 3. No person, firm or corporation shall be admitted to membership in this Association, unless he or it shall receive a three-fourths vote of the whole Board of Managers or a majority vote of the members.

Sec. 4. Any person, firm or corporation by virtue of being elected to membership in this Association, will be an attached member of the Grain Dealers' National Association, and will be entitled to all the rights, privileges and protection of regular membership in that Association.

### ARTICLE III.—OFFICERS.

Section 1.—The officers of this Association shall be a Chairman, a Secretary and Treasurer, and a Board of Managers composed of the Chairman, Secretary and Treasurer and one member from each county, who shall be ex-officio Local Chairman in his county.

Sec. 2. The election of officers shall be held at each annual meeting, and they shall hold office for the term of one year, or until their successors have been duly elected and have qualified. The Chairman, and Secretary and Treasurer shall be elected by all the members. Each member of the Board of Managers, who shall be ex-officio Local Manager in his own county, shall be elected by the members doing business in the county he represents. No member shall represent more than one county on the Board at the same time.

Sec. 3. In case the office of Chairman, or Secretary and Treasurer, becomes vacant, a successor to the office shall be selected by the Board of Managers until the next annual meeting.

Sec. 4. When a vacancy occurs in the Board of Managers, a new representative shall be selected by the members doing business in the county, whose representation on the Board has been vacated.

### ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the Chairman to preside at all meetings of the Association, and of the Board of Managers, and have a general supervision of the work of the Association.

Sec. 2. In the absence of the Chairman the members shall choose some member in good standing to act as such during the meeting.

Sec. 3. It shall be the duty of the Secretary and Treasurer to record and preserve the minutes of all meetings of the Association and of the Board of Managers. He shall conduct all

correspondence and issue all notices of meetings. He shall make a full report of the work of the Association at each annual meeting, and perform any other duties required of him by the Board of Managers. He shall collect all membership fees and dues due the Association. He shall report the condition of the finances at each annual meeting of the Association.

Sec. 4. It shall be the duty of the Board of Managers to look after the interests of the Association between meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before it, work for their adjustment, and audit the books of the Secretary and Treasurer once a year.

Sec. 5. A majority vote of the whole number of the Board of Managers present at a meeting, or of a vote by mail to the Secretary, shall be valid action of the Board.

Sec. 6. Each member of the Board of Managers shall be ex-officio Local Chairman in his county. He shall have power to call meetings of the members of the Association in that county, and may join with the Chairman of an adjoining county in a call for a joint meeting of members of such counties. It shall be his duty to call meetings of the members in county at least once every six months, and he may call meetings at more frequent intervals, if necessary, or if desired by the members, for the purpose of bringing the local dealers closer in touch with one another and for learning the troubles that exist in his county. He shall use his influence to

Sec. 2. The annual dues for membership shall be \$5 per year, payable in advance. Members who list more than one station shall pay in addition to the annual dues, an annual fee for each station in excess of one, and not exceeding ten, \$1 each; for each house in excess of ten, and not over twenty, 75 cents each. Two dollars of the dues received from each member shall be paid to the Treasurer of the Grain Dealers' National Association as annual dues of said attached member in that Association.

Sec. 3. Members in arrears may be suspended from membership, and shall not be considered in good standing unless dues have been paid. No member in arrears shall be entitled to vote at any meeting of this Association.

### ARTICLE III.—COMPLAINTS.

Section 1. All complaints or grievances shall be made to the Local Chairman of the county, or direct to the Secretary of this Association.

Sec. 2. All complaints and grievances that are not speedily remedied by the county organizations shall be referred by the Secretary to the Chairman of the Association, who may, if necessary, appoint a special committee to make a thorough investigation of each case.

Sec. 3. Appeals from action of the Chairman or committees may be made to the Board of Managers.

### ARTICLE IV.—DUTIES OF MEMBERS.

Section 1. It shall be the duty of each member of this Association to aid in protecting the interests of the members of this Association and



Shoemaker—Dewey—Wellington—Grubbs.

bring about the settlement of all local troubles, and shall have power to appoint committees to assist him in this local work.

### ARTICLE V.—AMENDMENTS.

Section 1. This Constitution may be altered or amended by a two-thirds vote of the members present at any meeting of the Association.

### BY-LAWS.

#### ARTICLE I.—MEETINGS.

Section 1. The annual meeting of this Association shall be held at a time and place decided upon by the Board of Managers.

Sec. 2. A quorum shall consist of a majority of the members in good standing.

Sec. 3. The Board of Managers shall meet at such times and places as they may decide upon. The Chairman may call special meetings whenever he deems it necessary.

#### ARTICLE II.—FEES AND DUES.

Section 1. Each application for membership shall be accompanied by a membership fee of \$5, and shall be made to the Secretary and Treasurer, who shall submit same to the Board of Managers, or to each member of the Board by mail. Applicants receiving three-fourths of the votes of the Board of Managers shall be admitted to membership. If the applicant is not elected to membership, his fee shall be returned to him. Two dollars of the amount received as membership fee shall be paid to the Treasurer of the Grain Dealers' National Association and thereby secure admission of said member to that Association as an attached member.

to assist in advancing the common interests of all, in every way possible.

### ARTICLE V.—AMENDMENTS.

Section 1. These By-Laws may be altered or amended by a majority of the Board of Managers, or by the majority of the members present at any meeting.

O. Jay, St. Marys: In order to get the sense of the dealers present I move that we proceed to the organization. I am in favor of organizing. I know it is a good thing. Our experience in organized territory has been very satisfactory.

The motion was carried.

P. E. Goodrich, Winchester: I move the adoption of the Constitution and By-Laws as read. Carried.

A. M. Wellington: I move the suspension of Art. II, Sec. 1 of the Bylaws, until August 1, and that all members who come in prior to that date be considered charter members. Carried.

Mr. Jay: I move the appointment of a committee of three on nominations. Carried.

Chairman Cammack appointed J. K. Slack, A. M. Wellington, and J. P. Shoemaker such committee who immediately retired.



The Committee on Nominations reported P. E. Goodrich of Winchester for chairman and J. K. Slack of Muncie for secretary and treasurer. The report was adopted unanimously and the nominees declared elected.

O. Jay: I move that we select a temporary chairman in each county to serve until the members get together and select a permanent chairman.

The motion was carried and the following gentlemen selected: Madison Co., A. M. Wellington of Anderson; Henry Co., Logan Henshaw of New Castle; Hancock Co., Paul Hagen, of Fortville; Delaware Co., Wallace Hibbits of Muncie; Blackford Co., W. B. Cooley, Hartford City; Jay Co., O. Jay, St. Mary's, O.; Wayne Co., Geo. W. Dick, Hagerstown; Randolph Co., J. W. Bishop, Winchester; Adams Co., C. G. Egly, Berne.

P. E. Goodrich: I feel that all dealers of the district shud come into this association and get their neighbors to come in. If only a few of us join we will not get the maximum good out of the organization that we will if we induce all the dealers to come in. It will profit us on our first shipments. We shud not hesitate.

A vote of thanks was tendered the Commercial Club for the use of its rooms.

It was decided that all dealers who signed the bag agreement shud be considered charter members of the association, and that their names be entered on the list.

A. M. Wellington: I move that the Secretary be instructed to issue a circular letter to each signer of the bag agreement, informing him that formal organization has been effected and his name entered on the list of members and that he will be expected to pay \$5 to the Treasurer, J. K. Slack, before August 1. The article of the By-Laws relating to the membership fees having been suspended to that date, and free memberships granted to the charter members who pay their dues during July. Carried.

Secretary Slack read the following names of firms who had already paid their dues and hence were charter members of the Eastern Indiana Division and also members of the Grain Dealers National Association: Wellington & Son, Anderson; Schalk Bros., Anderson; David Cammack, Wysor & Hibbits, High Street Milling Co., Slack Bros., Muncie; A. H. Plummer, McCordsville; J. P. Schoemaker, Middletown; Goodrich Bros. Hay & Grain Co., Winchester; Jay Grain Co., Red Key; Crouter Bros., Sulphur Springs; J. S. Huffer, Yorktown; Berne Grain & Hay Co., Berne, Ind.; I. F. Beeson, Losantville; Mouch Bros., Mooreland; W. R. Lines, Messick; H. A. Gaddis.

Mr. Wellington: I suggest that when the temporary chairmen call the dealers of their counties together, they take up the matter of having their placards printed: "NO BAGS LOANED" and the name of each dealer printed at bottom of his own placards.

The meeting then adjourned.

#### CONVENTION NOTES.

A good start.

No bags loaned after July 1, 1900.

No regular dealer of the nine counties can afford to stay out.

Two men from Ohio, E. A. Grubbs of Greenville and O. Jay, St. Mary's.

Now for the county meetings. Attend them and get acquainted with your neighbors.

Wysor & Hibbits' large placard shown in the fotograf was welcomed with applause.

Charter members, that is, all who join and pay \$5 prior to August 1, will not be required to pay a membership fee.

Every regular dealer should send \$5 to Secretary Slack for the first year's dues and thereby become charter members.

One of the first duties of the permanent chairman of Delaware county will be to bring the fighting scoopmen of Oakville into line.

As soon as the permanent county chairmen are selected, the constitution and by-laws will be sent to every regular dealer of the nine counties.

Commodore Geo. B. Dewey, representing the Calumet Grain & Elevator

Baltimore, Md., Aug. 14, 15 and 16, the members being called to order at 10 a. m. for the first session by President James W. Sale, of Bluffton, Ind.

The address of welcome will be by Mayor Thomas G. Hayes, of Baltimore; response by Rev. Edward Collins, of Detroit; address by J. Hume Smith, president of the Baltimore Chamber of Commerce; response by L. S. McKallip, of Pittsburg; report of the President, and appointment of committees in the morning.

In the afternoon there will be reports of committees, including Membership, J. W. Ellis, Cincinnati; Transportation, Eastern Committee; Transportation, Western Committee; Legislation, F. D. Voris, Neoga, Ill.; Arbitration and Investigation, J. L. Dexter, Detroit; Grades, W. R. Mumford, Chicago; Secretary and Treasurer, F. F. Collins, Cincinnati.



Grain Dealers at Muncie, Ind., June 28, 1900.

Co., set the reporters for the four local dailies wild. It seemed next to impossible for them to believe that he was not the admiral.

Among those present were: I. F. Beeson, Losantville; Aaron Blous, Muncie; David Cammack, Muncie; Eldon Canady, Selma; J. F. Crouter and W. A. Crouter, Sulphur Springs; C. G. Egly, Berne; H. A. Gaddis, Modoc; P. E. Goodrich, Winchester; W. Hibbits, Muncie; J. S. Huffer, Yorktown; W. J. Mercer, Mt. Summit; W. R. Lines, Messick; J. A. Mouch, Mooreland; A. H. Plummer, McCordsville; J. L. Schalk, Anderson; J. P. Shoemaker, Middletown; J. K. Slack, Muncie, and A. M. Wellington, Anderson.

#### CONVENTION OF NATIONAL HAY ASSOCIATION.

The official program of the convention of the National Hay Association has been given out by Secretary F. F. Collins, of Cincinnati. The meeting will be held at

The greater part of Wednesday and Thursday will be devoted to the reading and discussion of papers as follows: "Membership Qualifications," George S. Bridge, Chicago; "Commission Merchants' Relation to Shippers," E. L. Rogers, Philadelphia; "Other National Organizations," an officer of the National Board of Trade; "The New South," Geo. W. Hill, Nashville; "The National Hay Grades vs. New York," J. D. Carscallen, Jersey City; "How the National Hay Association Can Directly Benefit the Hay Business," L. W. Dewey, Blanchester, Ohio; "The Interstate Commerce Law," Edw. A. Moseley, secretary of the Interstate Commerce Commission; "From the Shippers' Standpoint," Albert Todd, Owosso, Mich.; "The Freight Classification," George C. Warren, Saginaw, Mich.; "The Transportation of Hay," A. Patriarche, Traffic Manager F. & P. M. Railway Co.; "Minimum Car Loads," J. P. McAlister, Columbus, Ohio; "Evolution in Business Methods Regarding Shippers and Receivers," Cyrus H. Bates, Boston, Mass.



Entertainment to be provided includes a visit to Electric Park on Tuesday evening, with a smoker and entertainment; excursion to Annapolis on the Chesapeake Bay on Wednesday.

The Pennsylvania lines will be the official lines used by the western delegates.

### MEETING OF WESTERN INDIANA DEALERS.

The annual meeting of the Western Indiana Division of the Grain Dealers' National Association was called to order in the Lahr House parlors Wednesday, June 27, 1900, by Secretary Wolcott, who announced that owing to the absence of Chairman Caldwell it would be necessary for the members to select a chairman for the meeting. Upon motion W. W. Alder of Lafayette was called to the chair.

Secretary Wolcott read the minutes of the last meeting, which were approved.

E. H. Wolcott, secretary and treasurer, read his financial statement, which showed receipts \$370.80, and expenditures \$179.60, leaving a balance on hand of \$191.20. The report was accepted and a committee appointed to audit the vouchers.

Mr. Wolcott: In my statement of expenses I have put in no bill for my services of expenses. You can do as you wish with that matter.

John Ross: I think the least we can do is to allow Mr. Wolcott something for his expenses.

B. F. Crabbs: I move that we pay Mr. Wolcott \$50 for his year's personal expenses on account of the association. Carried.

W. W. Alder: Tippecanoe County has not had much trouble. At least no case has been filed with the chairman. I think we have had no trouble.

Matt Schnaible, Lafayette: We have got along nicely, in fact the condition has been better than for 30 years. Harmony has prevailed, and everything is very satisfactory.

V. H. Ross, Reynolds: Everything has been very satisfactory in our county; we are getting along much better than before the association was organized.

John B. Ross, Brookston: The work of the association has been very satisfactory. One good result of the work is that it has brot the dealers together and established a friendly feeling. The dealers have more confidence in and respect for one another. I have an old friend, who has a good elevator, that promised to attend this meeting. Altho his plant cost him about \$8,000, and he pays \$50 per month to each of three men, he is buying grain on a margin of  $\frac{3}{4}$  of a cent. We should get him in this association and talk to him. He needs to be shown that he is entitled to a fair remuneration for his services. He will fall behind at the present margin. The farmers do not expect him to handle the grain for nothing. The association has brot harmony into our territory.

H. A. Myers, Francisville: We have three dealers in our town, and get along very well. We have some dealers in our county who are not members. We would like to have them come in.

B. F. Crabbs, Crawfordsville: We have had very good results from the association. The dealers of the county have held meetings, and all are working together to advance trade interests, altho some of them are not members of the association.

J. F. Barnard, Fowler: Benton County dealers have worked together very harmoniously, and we have made some money. The association has helped us.

Sam Finney's letter of regret at his enforced absence was read.

H. Kerlin, Delphi: We have three dealers in Delphi, and all has been harmonious. We have some dealers outside, but we are working together very nicely. Since the organization of the association we have had a more friendly feeling towards one another. It has been a good thing for us.

Wm. Donlin, Delphi: We have perfect confidence in one another and do not credit the wild stories of the farmers or merchants. Harmony prevails, and we are getting along better than ever.

C. Loughrey, Monticello: The man you complain of is down on associations. He brands it as a trust and tells the farmers not to sell to us, as we are trying to get a monopoly of the business. He is a queer character, but not very severe competition. It would do him good to come in with us. He can not remain in business long and continue his present methods.

W. E. Rich, Oxford: Our rates are out of line, and if the association can do us any good I wish you would take it up. I move that you appoint a committee to take up this matter of rates on the C. & E. I. and the L. E. & W. R. R.'s, to see if we can get a readjustment of them.

J. F. Barnard: I think it would be well to have two committees appointed, one for each road.

The motion was carried and Chairman Alder appointed O. Smith Sheldon, Robt. Bell Fowler and A. R. Sawers, Chicago, for the C. & E. I. R. R., and W. R. Breckenridge, Kankakee, J. F. McCormick, Attica, and S. Vanstenburg, Talbot, for the L. E. & W. R. R.

R. W. Barr, Chalmers: The only way to store grain for a profit is not to store. Some of our neighbors have been trying to get rich storing, but I think they are very sick of it.

E. H. Wolcott, Wolcott: I might add to Mr. Barr's remarks that the way to store and get a profit out of it is not to store, and to get your neighbors to do the same way. We would like very much to stop storing, but we do not feel that we can as long as our competitors are storing.

John Ross, Brookston: I do not call short term storage storing grain. We do this for the accommodation of farmers who live a long distance away, but we do not store for long periods.

A. E. Hartley not being present Secretary Wolcott read his paper on Buying Grain According to Grade, which is as follows:

#### BUYING GRAIN ACCORDING TO GRADE.

It is unfortunate that your committee on programme did not select some one to treat this subject who has enjoyed the practical experience in buying grain according to grade, as then we might have learned something of the great advantages which certainly must exist in buying on grade, or in other words, according to business principles.

Unfortunately my experience has been too limited to tell you much about such advantages. I may, however, be able to say something of the disadvantages of buying without regard to grade, and I think my fellow listeners will agree with me that there are many.

In the first place, we should buy according to grade, because we must sell by grade or sample. If by grade and we sell a No. 2 or a No. 3 white oat or corn as the case may be, we are expected and compelled according to business rulings, to fill our contracts according to the grade of grain sold, or pay to the commission man the market difference which ranges from one to five, and sometimes seven to ten cents per bushel, as was a common difference in the price of oats that many of us sold in 1895. If by sample, we sell perhaps a dark stained oat, sweet and clean, but ship a dirty musty variety. We are sure to get a great big kick and a liberal discount, and perhaps a just one of 3 to 5 cents per bushel. There seems to be a remedy for

adjusting this difference—that is just pay the bill.

But how about the other side of the question? Are we buying as we sell, according to grade? Does the farmer take his little discount of 3 to 5 cents per bushel on his off grade grain? Certainly he does not, we don't ask him to do it. Why?

Not because we are not familiar with the different kinds and grades of grain, none of us are willing to admit that. Is it because we had as soon receive and pay the same price for a bunch of corn mixed heavily, sprinkled with a dark red corn and perhaps very dirty and damp at that, as we would a choice lot of golden yellow with the usual premium? Can it be to lessen our already small margin and encourage our customers to become indifferent and careless as to the variety and condition in which they deliver their grain? No, not that.

Then it must be we are afraid of offending our careless farmer friend by telling him that his grain is not worth as much as his good neighbor, who has taken good care of his crop and has a grade of grain that will bring more money in the open market than the open crib farmer. No; surely the Western Indiana dealer dares to face the right. Then I wonder, after all, if it is not lack of confidence in each other why we are not buying grain according to grade. One of the chief objects of our associations is to cultivate confidence and good will toward each other; this thoroughly established, grain can easily be bought according to grade, and stored according to established rules.

I believe it is the conviction of every dealer present that grain should be bought according to grade, and I further believe that we are not giving the careful farmer his just dues when we do not. We discourage the better farmer by mixing his carefully prepared grain with that of an inferior grade, and only allowing him the same price as though he had taken no care whatever of it.

Gentlemen, it is a gross injustice to this class of farmers as well as to ourselves, a disgrace to business principals. It encourages the average farmer to become careless and boast to his neighbor as well as to the grain man himself; that he can obtain as much for his off-grade and uncleaned grain, and is the dirt and labor ahead.

Why add fuel to our furnaces from out the grain off the farmers' wagons at grain prices? Should we pay as much for a mixed load of corn or oats as for yellow or white, as the most of us are doing when we know there is an actual difference of from  $\frac{1}{4}$  to  $1\frac{1}{2}$  cent per bushel in favor of the higher grades?

The way we do business is a mystery, but I favor buying grain according to grade just the same.

John Ross: I wish to make a suggestion for the consideration of the dealers. I have noticed that many fields of oats contain wheat and rye. If this is left in the oats, the grain will not grade. I would suggest that each dealer put a notice in his local paper and advise the farmers to cut the rye and wheat out of their oats. A man can make \$10 a day very easily by doing so.

W. W. Alder: The farmer is just what the grain dealer makes him. If he educates him to be careless, he will be careless. If he docks each load which will not grade the farmer will soon bring better grain to market.

Matt Schnaible: My experience is that there is no profit in overbidding, in fact it is very expensive.

B. F. Crabbs, Crawfordsville: Our farmers will not get the wheat they used for seed. Oats are in good condition. If it was cool we would get better grain, still I feel almost certain of a large crop.

W. R. Breckenridge: The crop prospects around Kankakee are very fine, much better than in this district. Benton County will have a good crop of corn.

D. M. Maxwell, New Waverly: Three-fifths of the wheat acreage has been sown to oats. We encourage the farmers to feed oats which contain wheat. Last year at Woodville we cut the price 4 cents where oats contained wheat. We recognize the fact that oats which contain wheat or rye will not grade.

Matt Schnaible: Nineteen or 20 years ago our oats looked just as fine as they do today, and yet rust set in and we had a short crop. You can only feel sure



of a large oat crop when you have it in time when cars were much in demand. the bin.

The secretary of the Grain Dealers' National Association requested members to report troubles whenever they had any. That is what the association is for. Make use of it. Do not let trouble go too long.

John Ross, of the Committee on Cars, reported that the committee had several meetings in Chicago. From the day of the appointment of the committee here the conditions commenced to be relieved, and gradually became better. Several members favored the employment of an attorney, but I held out against it, as it is hard to get rid of an attorney after you have once employed him. So the work of the committee was conducted without expense to the association.

Upon motion the report of the committee was accepted.

E. H. Wolcott: I learn that some trouble is brewing at Attica, but am glad to learn that the prospects are that it will be fixed up.

Matt Schnaible, Lafayette: Storing grain is going out of style. We have discouraged it by charging a good price for it.

John Ross, Brookston: Storing is neither popular nor profitable for either the farmer or the elevator man. It is no longer done at our station.

W. R. Breckenridge: We have had a difficult time to break up the storing practice at Otterbein. We put up placards and told every farmer that we needed the room and could not store, yet we had a very hard time to get out of it.

James Thompson, of Lafayette: The Samuel Born Co., of Lafayette and Buxton & Appleby of Scircleville were admitted to membership.

W. R. Breckenridge, of Kankakee, was elected chairman for the coming year by acclamation.

Mr. E. H. Wolcott, of Wolcott, was elected secretary and treasurer by acclamation.

Mr. Breckenridge thanked the members for the honor conferred and promised to do the best he could, but felt it would have been much better to have selected a man on the ground.

W. W. Alder, Lafayette, in talking on Freight Rates from Interior Points, said that an experience of 30 years in the business convinced him that conditions were getting better. It is easier to do business today than years ago. The railroads are often very arbitrary and do not always tell the truth. I think no permanent solution of the trouble will ever be found until the Federal Government makes interstate rates and the conditions existing in the territory traversed by the different lines. Lafayette has only recently been discriminated against by eastbound lines. We have paid 2 cents more than Chicago. It costs more to ship grain to Pennsylvania interior points than to the seaboard.

Interior points, and especially the small stations, are placed at a great disadvantage. The advantage of being located at a point where roads cross is not to be overlooked. Shippers so located can generally get better rates. Formerly the shipper who was 6 to 10 miles from a junction point was fortunate, but that has passed.

John B. Ross: Corporations employ some very brainy lawyers and they make some of the most foolish regulations. The railroads insist that cars shall load 40,000 lbs. into a car. Last winter we succeeded in getting a 30,000 lb. car. The loading line forbid the placing of more than 30,000 lbs. We refused to load it, consequently it stood idle for weeks at a

J. C. Sellers, Darlington, moved the re-election of the old Board of Managers, and the motion was carried.

The meeting then adjourned.

### CONVENTION ECHOES.

General Harmony was there.

Only one trouble breeder reported.

The Grain Dealers Journal was represented by Charles S. Clark.

The attendance was the smallest the association has had at any meeting.

Commodore Geo. B. Dewey represented the Calumet Grain and Elevator Co.

The county chairman, who has never attended a general meeting, is not taking much interest in the work.

Mr. Crabbs distributed lead pencils advertising the fact that Crabbs & Reynolds of Crawfordsville were seed dealers.

Several promised to canvass the trade of their counties and get the non-members in line. It would be well for every member to do this.

The letters and discussions showed that the dealers of the district are taking an active interest in the association and profiting by organization.

County chairmen who are not disposed to push the work should resign and give some other dealer a chance to advance trade interests.

The chairman of each county should call the dealers of his county together before the new crop begins to move and give them a chance to re-elect him if so disposed.

The time between the arrival of trains from association territory and the departure of those going to the homes of members is so short that few dealers have the time needed to do the work and get acquainted. Some other meeting point should be given a trial, or the members induced to go to Lafayette the preceding night.

Among the dealers present were R. Alexander, Buck Creek; W. W. Alder, Lafayette; Mr. Appleby, Scircleville; J. F. Barnard, Fowler; R. W. Barr, Chalmers; Robt. Bell, Fowler; Ike Born, Lafayette; W. R. Breckenridge, Kankakee; B. F. Crabbs, Crawfordsville; Wm. Donlin, Delphi; J. Duffy, Swappington; Fred Geiger, Edna Mills; H. Kerlin, Delphi; Claude Loughrey, Monticello; D. M. Maxwell, New Waverly; H. A. Myers, Francisville; W. E. Rich, Oxford; H. Rommel, Jr., Atkinson; John Ross, Brookston; V. H. Ross, Reynolds; Matt Schnaible, Lafayette; J. C. Sellers, Darlington; J. T. Sims, Fowler; O. E. Tansy, Wolcott; B. Taylor, South Raub; S. Taylor, Montmorenci; E. H. Wolcott, Wolcott.

The crop of jute in India is short this season and bags may be dearer.

The Grain Dealers Journal, twice a month, one year for \$1, is cheaper than walking over to your neighbors and borrowing a copy. Then, too, you have the satisfaction of reading your own paper.

Dr. William C. Stubbs of New Orleans, La., has been appointed special agent of the department of agriculture to study the soil and climate of Hawaii with a view to establishing experiment stations.

An Oklahoma judge has announced that he will perform the marriage ceremony for Canadian county couples for a fee of six bushels of wheat. The avicious wretch! Evidently he is a disappointed, cross old bachelor, who is against marriage.

## SEEDS.

N. B. Keeney & Son, of Sheboygan, Wis., will build a seed warehouse 36x40 and three stories high.

The Ohio State crop report for July states that clover has been damaged 4 per cent by the white grub worm. Drouth has severely affected timothy.

Timothy seed amounting to 14,889,000 pounds was exported during the eleven months ending with June 1, compared with 15,753,000 pounds for the corresponding period of 1898-9.

The total value of all seed exports during the eleven months ending with June 1 was \$6,977,000, against \$5,011,000 and \$2,909,000 for the corresponding periods of 1898-9 and 1897-8.

C. A. King & Co.: Canada has a small acreage of red and alsike clover this season. Large dealer writes that the weather there has been favorable past few weeks, but the crop is not yet assured. Reserved stocks are almost entirely sold out.

Clover seed amounting to 31,781,000 pounds was exported during the eleven months ending June 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 19,309,000 pounds during the corresponding period of 1898-9.

The seed exports during the eleven months ending with June 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, included 2,733,000 bushels of flaxseed and 49,070,000 pounds of cottonseed, compared with 2,830,000 bushels of flaxseed and 32,846,000 pounds of cottonseed during the corresponding period of 1898-9.

A Hamburg, Germany, seed dealer writes J. F. Zahm & Co.: Regarding the situation we beg to say that the stocks of red clover on this side are of no very large importance, and that reports coming from our producing sections are still rather contradictory. There are sections which complain about the plant and there are others which expect a good yield, but in consideration that here in Europe seed is only saved from the second cut it is of course much too early to form an idea about what the final result of the crop will yield, admitting that the situation as a whole justifies prices to be at a higher level than last year at this time. There are dealers who are of the opinion that the recent advance in your market for October is somewhat exaggerated.

Frank H. Mason, United States Consul at Berlin, writes the State Department that the supply of flaxseed for consumption in Germany and Austria—which is largely of foreign origin—is deficient and unusually high in price. Germany imported in 1897, 262,254 tons of flaxseed; in 1898, 269,946 tons; and in 1899, 266,019 tons. Of the last year's imports, 101,654 tons came from Russia, 114,275 tons from British India, 22,939 tons from Argentina, small quantities from Belgium, Holland, and Austria, and only a bagatelle of 805 tons from the United States. But, in consequence of dearth and other unfavorable conditions, the supply of linseed from both Russia and India is far below the usual quantity. If, therefore, there is any important surplus in the American market, exporters would do well to study the requirements of the German and Austrian markets, and for this latter purpose should



address Messrs. Pototsching & Fraenkel, of Trieste, who are anxious to obtain quotations from the United States.

## GRAIN CARRIERS.

Profit insurance is a new feature of lake transportation.

The Southern Indiana Railroad has laid 29 miles of track this year from Linton to Terre Haute.

The Cincinnati & Licking River is surveying 28 miles of line to connect two separate roads which it has acquired.

Contracts for grading 50 miles of the B. & M. R. R. extension from Cody to Toluca, Wyo., recently were awarded.

Grading is progressing on the road to be built between Des Moines and Osage, Ia., by the Duluth & New Orleans Railroad.

Grain rates from Chicago continue on the basis of 2 cents on corn to Lake Erie. Medium-sized vessels are in good demand.

Work is progressing on the Blackwell, Enid & Southern between Blackwell, Okla., and Lamont. An extension to Enid is proposed.

The Illinois & Wisconsin Railroad Co. has been incorporated to build a line running from Morris, Ill., north thru several counties to Lake Geneva, Wis.

The Morehead & West Liberty Railroad Co. has been formed by Eastern capitalists to build 35 miles of road to connect the two Kentucky towns.

On account of the failure of the wheat crop along its line the Northern Pacific Railroad is said to have canceled an order for \$200,000 worth of freight cars.

The Great Northern Railway, which has surveyed two lines for its extension from Bottineau, N. D., west 35 miles, will not build this year as expected, on account of the poor wheat crop.

Traffic officials have worked out a blind pool, it is said, on all competitive business in trunk line territory. Altho present plans do not include grain, it is believed if the pool succeeds this also will be taken in.

The Dakota, Nebraska & Southern, which proposes to build from Grand Island, Neb., to Pierre, S. D., has absorbed the Atkinson & Northern, which has been graded from Atkinson, Neb., to the Niobrara River.

Buffalo grain trimmers demand that all freight be removed from about the hatchways of vessels unloading grain before the elevators legs are put down. The freight introduces an element of danger and delays the work.

John D. Rockefeller's traffic manager is directing the movement of his fleet in a manner to mystify the vessel agents. His steamer James Watt cleared from Conneaut, O., for Duluth, Minn., but greatly to the surprise of the vessel brokers, the boat turned up at Chicago and took on 215,000 bushels of corn.

The Burlington has announced an advance, effective July 2, on grain and grain products originating at points west of Kansas City, St. Joseph, Leavenworth and Atchison, when shipments are re-consigned to central points on the Chicago, Burlington & Quincy. The wheat rate to Burlington and Beardstown and common points is made 11 1-2 instead of 9 cents, and the rate to Quincy and East Burlington is made 11 1-2 cents. At present the 7-cent rate to Quincy on wheat

and flour destined to points east of the Illinois-Indiana State line applies to Quincy proper.

### PUT CONTRACTS IN WRITING.

If you have heard from Secretary Bewsher of the Nebraska Grain Dealers Association, recently you know that he is still persistently asking: "Are you taking written contracts?" He has kept this matter before the dealers of Nebraska so continuously that most of them are now clinching their purchases by insisting upon having it recorded in a contract. If a farmer demurs when asked to sign a contract, the dealer concludes he was not sincere in his offer to sell. Some farmers delight to speculate with the grain dealers' capital, without paying for the privilege. In other words, they have found profit in loose verbal contracts with the

## SUITS AND DECISIONS

Hancock & Co., grain exporters of Philadelphia, have brot suit against H. Vogemann, steamship agent, to recover \$2,400 damages for breach of contract, alleging that the latter failed to furnish a vessel to load within the contract time, and that they were obliged to charter another boat at a higher rate. The suit is for the difference.

A Detroit justice court has decided that "immediate" means right away, and not some time within two hours. A dealer offered a carload of beans to a country customer to be accepted immediately by wire on receipt of the letter. After considering two hours the customer accepted the offer. The seller wired back that it was too late. Thereupon the

# NOTICE.

**ALL CONTRACTS** for future delivery **GRAIN** should be made in writing so as to avoid any misunderstanding.

**QUANTITY, QUALITY, PRICE, PLACE and TIME of DELIVERY** are necessary to complete any contract.

It is expressly understood in all contracts with us that grain not delivered **WITHIN TIME SPECIFIED** is at our option to **EXTEND TIME** or **CANCEL PURCHASE**.

## We Sell Upon These Terms Promptly When Purchasing.

The grain being both **BOUGHT** and **SOLD**, the decline or advance in the market during the life of the contract does not affect us.

Yours respectfully,

grain buyers. After they have made a verbal contract to deliver their crop to a dealer at a stipulated price, they find, in case the market goes up, that they have much less grain than expected, if any. If it goes down, their crop is enormous, and some have been known to market neighbors' grain as part of their own crop, in hope of satisfying the dealers' eagerness to buy grain at top market price.

In order to encourage and assist members in getting written contracts, Secretary Bewsher has printed large placards, which he has sent to each member. The notice, much reduced, is given on this page. If they are posted in conspicuous places they will serve to remind the buyer, as well as sellers, of the advantages of having all contracts in writing.

country dealer brot suit for damages, but lost his case.

Covenant in a lease of a portion of a railroad right of way for warehouse purposes, that the lessee will hold the lessor harmless for losses by fires set by engines, is held to be binding on the lessees after the lessor has transferred its rights, including the lease, to another company, where the lease provides that the covenant shall bind the assigns of both parties.—Northern Pacific Railroad Co. vs. McClure (N. D.) 47 L. R. A. 149.

A claim for 7,000 pounds shortage on a car of corn was recently decided by a committee of the Cincinnati Chamber of Commerce. A. Bender bot the car of Heile & Son and sold to Brown & Patterson and settled with them on their weight. Settlement on the same weight



was refused by Heile & Son. The committee decided that Bender had no claim against Heile & Son because the weight was not official, and also decided that having once accepted Brown & Patterson's weight he could not reopen the case.

An employe who continues in his master's service with knowledge of defects in the appliances furnished him to work with, making no objection on account of such defects, thereby assumes the risk of injury by reason of them, and an instruction which omits the element of such knowledge in charging that if plaintiff was injured by such a defect, without his own negligence, the master is liable, is erroneous. (2) Such employe, especially when commanded to do so by an express order, must inform himself of all defects that are fairly open to observation, and can not rest on the presumption that his employer has furnished safe appliances. (3) Where plaintiff was required by such a rule to inspect the appliances furnished him, he had the burden of showing that he made such inspection, or that the circumstances were such as to excuse him from making it, and an instruction stating that he was excused from obeying the rule, unless it is shown that he had time to make the inspection, is erroneous.—*T., H. & I. Railroad Co. vs. Younger W. Pruitt. Vigo S. C. Reversed. Comstock, J.*

The decision of Justice Bigham, rendered July 4, 1899, and which was reported in the Journal a year ago, in the suit of Thalman Freres & Co. and the Texas Star Flour Mills, with regard to a claim for delay in shipping wheat, has just been affirmed by the highest court in England. The Texas Star Mills of Galveston, in May, 1898, during the Leiter deal, sold 66,000 bushels of wheat to Thalman Freres & Co. for May clearance. The steamer cleared May 28, but did not leave port until June 2, and made a slow voyage, arriving at Havre, France, on the night of June 30, after the custom house was closed. The French government had suspended the duties of wheat for two months expiring June 30. The wheat had been bot with the expectation that it would reach Havre in good season. The buyers made a claim on the sellers for damages, alleging that the contract providing for May clearance was violated by departure in June. The case was arbitrated in London and the decision was in favor of the Texas Star Mills. The buyers appealed to the appeals committee of the London Corn Exchange, which reversed the arbitrators' ruling. The Galveston shippers then appealed to the courts of justice. Justice Bigham said that it was proper to issue the clearance papers before the loading was completed, when the cargo was alongside ready to be put on board. The terms clearance and sailing are not synonymous. The Texas Star Mills had complied with their contract.

Dealers who send local checks should add 15 cents for exchange. Paper money is seldom lost or stolen from the mails.

Corn is holding well in the markets, reflecting the unwillingness of the country to sell until the crop is assured. The present brilliant promise may be changed by drouth in a few days. Nearly all the old corn will be consumed before the new becomes available. The period of danger from early frost will not be passed until Sept. 10.

## PATENTS GRANTED

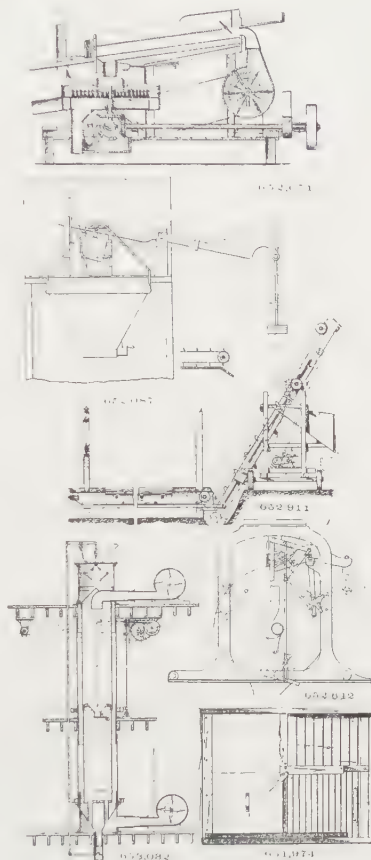
Thomas D. James, of Humboldt, Tenn., has been granted letters patent, No. 652,115, on a baling press.

Edward Noble, of Oso Station, Canada, has been granted letters patent, No. 652,035, on a bag holder.

John H. Atterbury, of Avon, Mass., has been granted letters patent, No. 652,382, on a gas engine.

Charles A. Miller, of Springfield, O., has been granted letters patent, No. 652,544, on a gas engine.

Charles L. Bessonette, of Chicago, Ill., has been granted letters patent, No. 652,506, on a baling press.



James B. McHugh, of Lockport, N. Y., has been granted letters patent, No. 652,919, on a peanut huller.

Thomas J. Corning, of Kalamazoo, Mich., has been granted letters patent, No. 651,830, on a baling press.

John W. Brown and Albert A. Gehrt, of Quincy, Ill., have been granted letters patent, No. 652,712, on a baling press.

Charles K. Pickles and Nathan W. Perkins, Jr., of St. Louis, Mo., have been granted letters patent, No. 652,724, on a gas engine.

T. B. Royse, of San Miguel, Cal., has been granted letters patent, No. 653,040, on a gas engine having several cylinders connected to one crank shaft.

Joseph Hill and Ambrose V. Richardson, of Menasha, Wis., have been granted letters patent, No. 651,857, on a pneumatic hydraulic alarm for fire extinguishing sprinkler systems.

George Goetz, of Chicago, Ill., assignor to the Streeter-Amet Weighing and Recording Co., of the same place,

has been granted letters patent, No. 651,845, on a recording car scale.

Thomas Cascaden, Jr., and Theodore C. Menges, of Waterloo, Ia., assignors to the Davis Gasoline Engine Works Co., same place, have been granted letters patent, No. 652,470, on an explosive engine.

William W. Gerber, of Indianapolis, Ind., assignor of one-half to Harry L. Dipple, of the same place, and Jasper E. Pickett, Deming, Ind., has been granted letters patent, No. 652,539, on a gas engine having a separate compression cylinder.

Edward W. Collins, of Coalville, Ia., has been granted letters patent, No. 652,087 (see cut), on a weighing machine. The apparatus consists of a feed spout, scale beam, hopper and two valves. The auxiliary cuts off the major portion of the material to be weighed before the main valve completes feeding the draft.

James C. Munro, Roland A. Munro and William J. Munro, of Sedro Woolley, Wash., have been granted letters patent, No. 651,974 (see cut), on a grain door. The door slides in guideways disposed at an angle to each other and is secured by a gravity operated lever latch pivoted to the door for engagement with a notched plate.

Charles W. Thomas, James J. Thomas and Wion P. Thomas, of Sawyer, N. Y., have been granted letters patent, No. 652,651 (see cut), on a bean cleaner. The machine consists of a casing containing two shaking screens and a rotary brush, as well as a fan. The beans are received on a top blank, fed thru a gate to the top screen, thence to the second screen and finally to the brush.

George E. Bowers, of San Francisco, Cal., has been granted letters patent, No. 652,911 (see cut), on a portable conveyor and elevator. The horizontal carrier and the inclined elevator are provided with means whereby they may be lowered in unison. The horizontal carrier is composed of an endless belt conveyor working in a trough and discharges into the boot of the elevator leg. The frame of the elevator leg is mounted in slides on which the whole is automatically raised and lowered.

Michael E. Reisert, of Hennef-on-the-Sieg, Germany, assignor to the Hennefer Maschinen-Fabrik, C. Reuther & Reisert, mit Beschränkter Haftung, of the same place, has been granted letters patent, No. 652,642 (see cut), on an automatic weighing apparatus. The apparatus comprises a scale pan, hopper and valve thereon, of a weighed abutment for the scale pan arresting the motion of the pan due to the inertia of the incoming material, partially displaced and held so by the weight of the pan, dropped out of the way of the scale pan when released, and mechanism for returning the abutment into operative position.

James McDaniel, of Minneapolis, Minn., has been granted letters patent, No. 653,032 (see cut), on a grain drier. The apparatus consists of an upright perforated cylinder divided into an upper and lower compartment by a transverse partition having a hopper, and a ring brush encircling the perforated cylinder. Air is blown into and exhausted from the cylinder by the two fans. The valve in the partition hopper opens automatically on the accumulation of material above it. The motion of the gearing by which the circular brush is moved is reversed from time to time automatically by the belt shifter, thus moving the brush up and down over the perforations.



## THE CONSTANT GRAIN FEEDER.

Economy of space in a grain elevator is one of the advantages of a modern house erected by a competent elevator builder. One thing that requires more space than the elevator man is usually willing to spare is the elevator legs. To save space and reduce first cost in some houses one stand of elevators is made to do the work of several, with the assistance of the Constant Grain Feeder, invented and manufactured by B. S. Constant, of Bloomington, Ill.

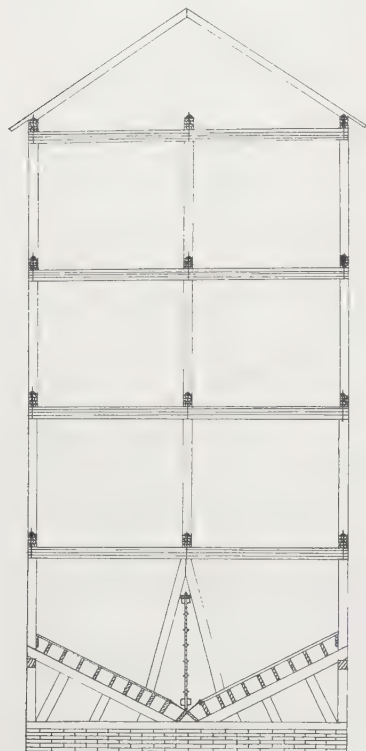


Fig. 2. Constant Grain Feeder.

This grain feeder consists of drag chains so arranged as to run thru the bottom bins, receiving sinks or cribs and terminate at one stand of elevators. The operation of the feeders is controlled by levers and friction clutches, which enables the operator to run one or all of the feeders at the same time, and they are so arranged that grain can be conveyed either way.

Figure 1 shows the sheller feeder. Fig. 2 shows a sectional view of the rear end of a grain feeder in deep storage.

In operating the sheller feeder it is so arranged that both shelled corn and corn on the cob can be conveyed at the same time. Before reaching the sheller the feeder passes over a grate which allows the shelled corn to pass thru and go direct to the elevator boot. This permits shelled corn to be dumped with ear corn and not be broken by the sheller.

In conveying small grain from deep storage, the grain runs thru the grates to the elevator, so that there are no changes to be made in the feeder or spouts, otherwise than changing the speed, which is done by a double drive.

No one is required to feed them. All that is necessary is to start the corn or small grain to them. These feeders can be used for oats with equal success, and oats can be dragged direct to the stand

of elevators from deep storage bins adjoining or adjacent to the elevator.

The feeders work automatically and will cut off the feed automatically, thus preventing the choking of the elevator. The feeders can be run at any angle, which makes all parts of the house accessible to one stand of elevators.

## THE SUPPLY TRADE

The Chicago Belting Co., Chicago, has increased its capital stock from \$50,000 to \$100,000.

The Bemis Bros. Bag Co. has recently absorbed the business of the Gulf Bag Co., Ltd., New Orleans, La.

A company will be organized at Ewart, Mich., to manufacture and sell the Hatfield seed and grain separator in Michigan.

Advertising is to a business what steam is to an engine. It may run or burst the concern. It is all a matter of application.—Printer's Ink.

Charles Allis of the E. P. Allis Co., Milwaukee, Wis., was recently elected a member of the administrative council of the National Metal Trades Association.

The Port Huron Mfg. Co., of Port Huron, Mich., has been incorporated with a capital of \$50,000. This firm will manufacture power corn shellers, corn huskers and sawing machinery.

James Macdonald, president of the Macdonald Engineering Co., Chicago, sailed for Liverpool and London on the 7th inst. Both business and pleasure will be combined to make this trip enjoyable. Mr. Macdonald will return about the middle of August.

Younglove, Boggess & Co., elevator builders, Mason City, Iowa, write: We have most excellent results from advertising in your paper and would like a price on space double the size. We wish you much success in your efforts to down the "Barn Builders" and "Shovel Men."

square feet of floor space and was built especially to accommodate the growing business of this company.

Catalog No. 16 has recently been issued by the Weber Gas and Gasoline Engine Co., Kansas City, Mo., describing its large line of engines. This firm has recently moved into its new plant at 11th and 12th streets and Winchester and Centropolis avenues. The new buildings cover a ground space of 300,000 square feet and are devoted exclusively to the manufacture of Weber Engines and Hoists. The catalog besides describing the engines gives many testimonial letters from users of the Weber engines.

Mahin Advertising Company's 1900 hand book has been received. It is quite different from other publications of this nature in that it carries no advertising whatsoever. The first few pages are devoted to the defining of various terms used in the advertising business and it gives one much valuable information. Following this is a list of the most important publications, giving time of publication, size of page, circulation, cost of space and discounts. This hand book is bound in a very artistic cover and published by the Mahin Advertising Co., 200 Monroe st., Chicago.

The semi-annual report of the Millers' National Insurance Co., of Chicago, issued July 1, shows an increase in admitted assets of \$13,280, increase in deposit notes, \$18,362. The company now has admitted assets of \$2,721,893, which includes \$716,844 cash in the treasury. Since the organization of this company a quarter of a century ago it has paid losses amounting to \$3,072,765. The millers and grain elevator men who have been so fortunate as to have policies in this company have obtained reliable insurance at about one-half board rates, and when they have had a fire they have not been bulldozed out of a large part of their insurance, as some elevator men say the adjusters for stock companies have done.

The Marseilles Manufacturing Co., Marseilles, Ill., write: We have pur-

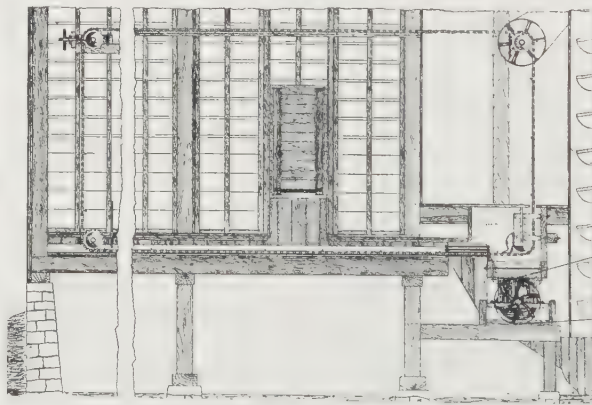


Fig. 1. Constant Grain Feeder.

F. D. Babcock, secretary of the Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., has issued a circular entitled "Saved," giving some comparisons between board rates and mutual rates of insurance. It shows the amount saved by having a policy in the Grain Shippers' Mutual.

The Witte Iron Works Co., Kansas City, Mo., is sending to its friends and customers a neat circular announcing its removal to its new building at Fifth and Penn st. This new building has 20,000

chased the entire elevator machinery and supply business of the E. H. Pease Manufacturing Co., of Racine, Wis., and everything connected with that department has been moved here, being now in full operation in our factory. Mr. C. H. Adams, former secretary and treasurer of that company, succeeds Mr. G. J. Cram as secretary and treasurer of the Marseilles Manufacturing Co., and we have also secured the services of their most experienced office and factory men to take charge of that department of our



business. We have been manufacturing the well-known New Process Dustless Cylinder Corn Shellers and Cleaners for a number of years and these, with the addition to the Pease Manufacturing Co.'s goods, make a most complete line of mill and elevator supplies. For the present we will use the E. H. Pease Manufacturing Co.'s catalog No. 10. If any dealer has not received one we will take pleasure in supplying them with a copy.

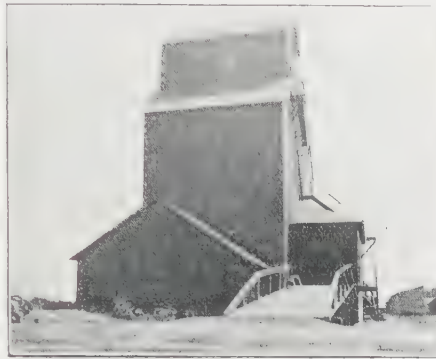
#### GOVERNMENT CROP REPORT.

Preliminary reports to the statistician of the Department of Agriculture indicate an increase in the acreage of corn of 1,200,000 acres, or 1.5 per cent over the acreage harvested one year ago. Of 22 states having 1,000,000 acres or more in corn in 1899 all but Alabama, Mississippi, Arkansas, Tennessee and Kansas show an increase in the acreage. The average condition of the growing crop is 89.5 per cent, compared with 86.5 July 1, 1899, 90.5 in 1898, and a 10-year average of 90.7 per cent. The condition in Iowa is 102; Missouri, 101; Kansas and Nebraska, 93; Illinois, 92, and Indiana, 89 per cent.

The condition of winter wheat shows further decline during June, being 80.8 July 1, compared with 82.7 June 1; 65.6 July 1, 1899; 85.7 in 1898, and a 10-year average of 79.8 per cent. All of the important winter wheat states except Pennsylvania, Texas and Tennessee share in

The average condition of barley was 76.3; against 86.2 June 1; 92 in 1899; 85.7 in 1898, and a 10-year average of 88.3. All of the principal barley states show a decline during the month and their averages of condition are all below the 10-year averages.

The average condition of winter rye



A Typical Line House.

is 89.6; against 83.3 a year ago; 93.8 two years ago, and a 10-year average of 89.5 per cent. While the two principal rye producing states, New York and Pennsylvania, show an improved condition; compared with June 1, they still fall 7 points below their 10-year averages.

#### A TYPICAL LINE HOUSE.

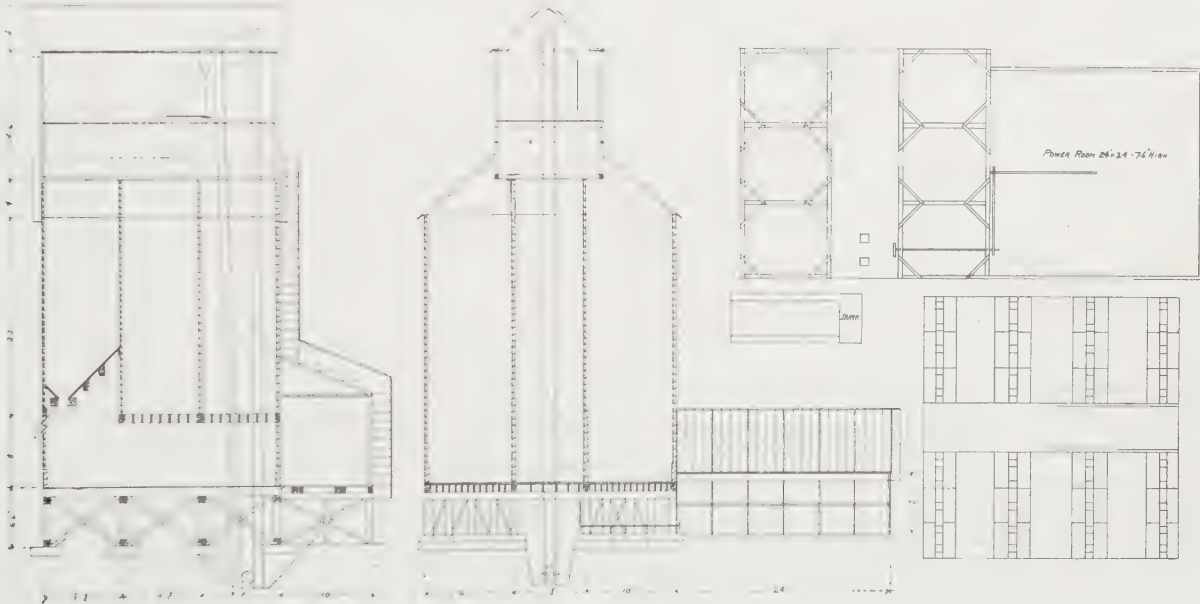
Minneapolis is the home of more line elevator companies than any other grain center. Its natural advantages help to make it such. It is the distributing point for the northwest and has the facilities for drawing trade. Within the city are located the largest flour mills in the world and the elevator storage capacity amounts to many millions of bushels.

During the last few years many new line houses have gone into business. One of the most progressive of these being the American Grain Co., which is operating 18 elevators with a total capacity of over 500,000 bushels, on the C., St. P., M. & O. Ry. The elevators are located in Minnesota, Iowa, Nebraska and South Dakota.

The cuts illustrated herewith show a typical line house of the style built and operated by the American Grain Co., all of its houses being built from the same plan.

This elevator is 26 x 28 feet and 30 feet to top of bins and 23 feet 6 inches to top of cupola, making entire height of house 53 feet 6 inches.

The house is built on braced posts, set on stone piers, and is 6 feet 6 inches from the ground. This is to allow sufficient fall from wagon dump to receiving sink. All the space in the house is utilized for bin work, with the exception of the space devoted to the elevator legs. As will be seen in the cut, the driveway is placed in a lean-to. It contains one wagon dump,



Plans—A Typical Line House.

this impairment of condition, Ohio and Indiana falling to 25 and Michigan to 40 per cent.

The average condition of spring wheat is 55.2; compared with 87.3 June 1, 91.7 July 1, 1899, and a 10-year average of 89.5 per cent. The condition in Minnesota has fallen to 48, in South Dakota to 44 and in North Dakota to 30 per cent.

The condition of spring and winter wheat combined on July 1 was 69.81; against 76.2 in 1899.

The amount of wheat in farmers' hands is estimated at 51,000,000 bushels, or 9.3 per cent of the 1898 crop.

The average condition of oats is 85.5; compared with 91.7 June 1; 90 July 1, 1899; 92.8 in 1898, and a 10-year average of 87.3.

The average condition of spring rye is 69.7; compared with 89.7 in 1899; 96.9 in 1898, and a 10-year average of 89.8 per cent.

Corn oil exports for June were 509,670 gallons, against 439,670 for June last year.

The New York commercial journal that learnedly discusses the "winter" wheat shortage in the Northwest only advertises its ignorance.

A report to the London Times July 7 states that wheat seeding has begun in Argentina, but progress is slow, owing to heavy rain. The visible amount of grain available for export is 200,000 tons of wheat and 400,000 tons of corn, but the latter is damp.

which dumps direct to a receiving sink, in which is located the elevator boot.

Grain can be spouted to any of the receiving bins or to the loading bin direct from the one elevator head.

A stairway is placed on the outside of the building to economize space and make access to the cupola easier.

The power room is 24 x 24 feet, and is built beside the track. Horse power is used, the power being transmitted from the lower line shaft to the cupola by rope.

These houses were built under the personal supervision of Mr. Ellis, secretary of the company, and the plans made after suggestions of Mr. McLaughlin, president of the company, who for many years had charge of the construction of elevators in the Peavey system.



# GRAIN TRADE NEWS.

## CANADA.

Fire at Pilot Mound, Man., June 25, destroyed the elevator of Chalmers Bros. & Bethune, with 3,000 bushels of wheat. Insured.

The Union elevator at Belleville, Ont., owned by the Dominion Bank, and occupied by F. F. Cole, of Toronto, was burned June 29, with 10,000 bushels of grain. Loss on building, \$10,000; on contents, \$6,000.

The Lake of the Woods Milling Company will carry out its plans for the construction of elevators at various points in Western Canada, even tho the crop prospects are bad. Before building the new elevators the company will await the outcome of legislation at Ottawa.

## CHICAGO.

Heavy deliveries have been made on July wheat contracts.

Board of Trade memberships have declined from \$2,300 to \$2,050.

It is said Wanzer & Co. are interested in a proposition to build an elevator on the Calumet River.

W. R. Mumford & Co. have admitted C. H. Thayer and W. R. Armstrong into partnership.

Robert Lindblom has filed a petition in bankruptcy, scheduling \$20,200 of liabilities and \$7,500 assets.

It is said the Board will grant the privilege of giving out quotations to the Type Telegraph Company at \$2 per week per ticker.

Herman Kurth, of the Chicago Cereal Company, who had absconded while charged with embezzlement, died recently at St. Paul, Minn.

Applications for the admission of the St. Paul, Fulton and Galena elevators to the regular list have been denied by the directors of the Board.

Chicago received its first car of new rye July 9. The shipment was from central Illinois, weighed 57 pounds, graded No. 2 and sold at 60 cents.

The Calumet Grain and Elevator Company is increasing its facilities on the Calumet River by the erection of a building 44x119 feet, to cost \$38,000.

George E. Marcy, manager of Armour & Co.'s grain department, has returned from an eight-weeks' trip to Europe. Most of the time was spent in Paris.

Finley, Barrell & Co. have opened a branch office at Detroit, Mich., in charge of James H. Donovan, who is well known in the grain trade at the Michigan city.

The new elevator of McReynolds & Co., on the Calumet River, was inspected recently by a large party of insurance men who went on a special train as the guests of Shipman & Wayne.

The Orme & Sutton Rice Company has been incorporated at Chicago to deal in rice and its products. Capital stock, \$30,000. Incorporators, G. S. Orme, W. W. Sutton and W. H. Dickson.

Grain receipts at Chicago for the first six months of 1900 were 112,559,000 bushels, 12 per cent less than last year. Shipments were 98,168,000 bushels, a gain of

4 per cent over last year. Western lines delivered 120,852 cars.

John R. Bensley died July 5. He was born at Springfield, N. Y., sixty-seven years ago, and removed to Chicago in 1858 and established the firm of Bensley Bros., grain dealers. In 1876 Mr. Bensley was president of the Board of Trade.

Board of Trade clerks have been working nights and Sundays to catch up with their work during the past four weeks. Transactions on the Board have been enormous. In one week a leading commission firm traded in 60,000,000 bushels of wheat.

After a fair hearing by the directors of the Board of Trade the McLain Bros. have been expelled for bucket shop practices. Immediately after their expulsion the McLains brought suit against the directors for \$100,000 damages, alleging conspiracy.

The free deliveries of grain on July contracts early in the month has kept holders of the certificates and insurance agents busy distributing risks. Many general agencies are taking care not to have too much insurance in force in any one elevator.

Chicago wheat traders are amused at the recent pretensions of Minneapolis to any standing as a future speculative market. It is said that an effort to sell 50,000 bushels on a stop order at 84 1/4 broke the market to 81 cents without a quotation.

New members of the Board of Trade are: R. L. McCormack, Maynard, Wis.; F. G. McPeak, Fort Worth, Tex.; H. D. Cothran, Rome, Ga.; Austin R. Strong, J. B. Knight, W. E. Vandenberg, J. U. C. Lehman and T. C. Kidder, Chicago.

Four times each year hereafter the warehouse committee of the Board of Trade will examine the quantity of grain in regular elevators for comparison with the records in the office of the state grain registrar. This action will prevent the recurrence of such fraud as ended the Chicago Elevator Company.

The Wabash elevator on the Chicago River has been sold by the Chicago Elevator Company to the Wabash Railroad Company for \$275,000. The buyer assumes a mortgage of \$275,000, due June 1, 1908. The capacity of the house is 1,250,000 bushels. It is said George J. Gould will receive \$103,000 and A. O. Slaughter & Co. \$150,000.

The Chicago roads will establish a branch office of the joint rate inspection bureau to execute the new rule providing for the payment of freight within ten days after delivery. When grain is removed from public or private warehouse or elevator original freight bills of equivalent tonnage shall be canceled by the chief inspector or his representatives, it being understood that the inspection bureau for the purpose of cancellation will select original freight bills carrying the earliest date. Any excess of weight shown by inbound freight bills over the weight re-shipped from public or private elevators or warehouses may stand credited and be applied against subsequent shipments.

The Illinois Railroad and Warehouse Commission have granted the petition of Chicago receivers to lower the requirements of No. 2 White Oats so as to admit some of the oats which heretofore have been graded No. 3 White Oats. The wording of the rules governing the grading of oats will not be changed but the practice will be. The rule specifies that, "No. 2 White Oats shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain." The word "reasonably" is very indefinite. What one man considers "reasonably clean" or "reasonably free from other grain," another might consider very dirty or containing an unreasonable amount of other grain. This elasticity of "reasonably" has permitted the changing of the grade without changing the rule and the new grading was immediately put into effect. The sample presented by the receivers was originally graded No. 3 White by the department, but will be graded No. 2 White hereafter. It contained some wheat, broken straws, seeds, seed pods, chaff, screenings and dust, so that hereafter any shipper of oats, sweet and seven-eighths white, can get them graded No. 2 White if he will only take the trouble to run them thru his cleaner once. It will not require careful cleaning to get oats into the contract grade.

## ILLINOIS.

Tom Mercer is no longer in the grain business at Somonauk, Ill.

A. L. Clark & Co., of Ashton, Ill., are enlarging their grain elevator.

C. H. Comstock's new elevator at Ashkum, Ill., is ready to receive grain.

Charles Edman & Co., grain and stock brokers at Charleston, Ill., failed June 28.

A. Keeler at Kent, Ill., has put in a 6-h. p. Davis gasoline engine at his elevator.

The elevator at Ritchie, Ill., has been bot by Mr. Bronson, who will take possession July 15.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

L. E. Nelson is superintending the erection of an elevator at Clifton, Ill., for R. F. Cummings.

Fire at Symerton, Ill., June 27, destroyed the elevator of Hargreaves Bros. Insurance, \$3,500.

A. Hakes of Rapatee, Ill., has bot a 4-h. p. Davis gasoline engine to be installed in his elevator.

Isaac Bogenrief, of Pearl City, Ill., has replaced his smaller engine with a 10-h. p. Davis gasoline engine.

A dust explosion occurred June 27 in the Standard Starch Co.'s factory, Kankakee, Ill., doing slight damage.

The Farmers Grain, Coal & Lumber Co., of Wapella, Ill., has increased its capital stock from \$2,500 to \$5,000.

S. C. Bartlett & Co., of Peoria, Ill., have installed a 7-h. p. Davis gasoline engine in their elevator at Lodemia.

The Cleveland Grain Co., of Cleveland, O., will build a storage annex in connection with its elevator at Sheldon, Ill.

The contract to build the new elevator of Ethel Davis at Cadwell, Ill., has been let to J. Helmuth and J. H. Louthan, of Arcola.

A. C. Schlosser, of Panola, Ill., will soon commence his new elevator at Lenhardt Switch, 2 1/2 miles east of El Paso on the T. P. & W.



Marcus Thackberry, of Monson, Ill., has purchased the elevator owned by Mr. Glassburn and operated under lease by West, Ennes & Co.

The Neola Elevator Co., of Chicago, is negotiating for the purchase of a site upon which to erect a grain elevator at Honey Creek, Ill.

The grain warehouse at Serena, Ill., has been purchased by the Neola Elevator Co., of Chicago, which will retain J. O. Carter as manager.

W. R. Breckridge, of Kankakee, Ill., will overhaul and build an addition to his elevator at Otterbein, Ind., using a Constant Grain Feeder.

R. M. Hall has rented the elevator at Gillum, Ill., of S. Zorn & Co., of Louisville, Ky., and the Crescent Grain Co. has retired from business at that point.

Theo. P. Baxter, Taylorville, Ill., June 29: Our oats crop promises to be a magnificent one, with a large acreage. Corn is also very promising, with a large acreage.

John W. Moberley has purchased the elevator of B. W. Fitzwater on the Big Four at Windsor, Ill., and will increase the storage capacity and otherwise improve the plant.

The Cleveland Grain Co. is building a 35,000-bushel oats elevator at Champaign, Ill. The building is to be 60 x 30 x 20 feet. A Constant Grain Feeder will be installed.

F. S. Larison, El Paso, Ill., June 30: Corn prospect was never better here, and oats very fine, but large and may go down. A farmer brot in one head with 182 grains on it.

The Neola Elevator Co. is making extensive improvements at Thomson, Ill. There will be installed an ear corn dump, new elevating machinery and a gasoline engine.

The McClure Elevator Co. has been incorporated at McClure, Ill. Capital stock, \$2,500; incorporators, Breedlove Smith, Claude W. McClure and Elias D. Winchester.

At Lerna, Ill., the grain elevators are being improved to handle the big oats crop. J. H. Snowden and W. L. Funkhouser, the grain dealers, both have begun making the changes.

The St. Paul & Kansas City Grain Co. contemplates building a large brick addition to its elevator at Savanna, Ill. The present engine room, cob house and fuel room will be torn down.

Patee Bicycle Co., Peoria, Ill.: We have disposed of the gasoline engine advertised in the Journal. We received a large number of inquiries, all of which referred to your valuable medium.

John H. Lloyd, of Springfield, Ill., informs us that his partnership with C. O. Matheny will not be dissolved as announced. The grain and brokerage business will be continued as before by C. O. Matheny & Co.

Gould Bros. & Co., Findlay, Ill., June 29: Very wet here for three weeks past; 20 per cent of corn acreage ruined past redemption; oats badly lodged in places and impossible to get binders into fields unless rain ceases immediately.

The elevator of Carrington, Hannah & Co., at Kankakee, Ill., broke its best previous record June 25 for handling a large number of cars. Fifty-six cars were unloaded and four were loaded. Considerable corn is coming in from western points.

Richard Breese, of Gridley, Ill., died June 27. He was born in England in 1824,

removing to Ohio in 1852, and to Illinois in 1857. He formed a partnership in the grain and stock business with W. H. Boisen, in 1869, at Gridley, and continued in the trade until 1884.

Kohl & Eden, Danforth, Ill., July 9: Some fields of early oats are already harvested, and about all the oats will be ready for cutting in from 7 to 10 days. A splendid yield is promised. Corn also is looking splendid, with the best appearance for a big crop at this date for the past four years.

The Illinois state experiment station has just issued a circular of inquiry to the farmers of Illinois concerning smut in oats. The circular states that the loss to Illinois last year from smut was \$2,500,000. It asks the co-operation of the farmers in the discovery of the exact damage to oats for 1900.

El Paso grain dealers have disagreed as to the division of the business. One firm having a very undesirable location sought to overcome this disadvantage by overbidding. Prices were bid up to within 1-2 cent of track quotations, spoiling the trade not only at El Paso but at neighboring stations.

Government weekly crop bulletin, July 3: Illinois. Dry weather north advanced farm work, while heavy rains south retarded it and caused damage to crops, except hay, which has improved; wheat harvest progressing and thrashing begun, damaged by rain; corn and oats doing well, but damaged by rain south.

B. F. Traxler writes that O. A. Means & Co., of Anchor, Ill., have completed the excavation for the addition to their elevator of 26 x 58 feet. This will give them 105,000 bushels of storage capacity, which is required by their large and increasing business. The addition is expected to be in working order by August 1.

The only regular dealers at Osco, Ill., are Fleming & Smith. A scoop shovel business is being conducted by J. J. Hadley, who receives bids from Peoria corn merchants. Dealers at neighboring stations have interested themselves in behalf of the local dealer. The names of the offending firms have been ascertained and shipments to them from that district will be discontinued.

C. O. Cavitt, of Cavitt Bros., grain dealers at Woodland, Ill., some time ago had a narrow escape from death under the wheels of a train. When the Texas Special came along Mr. Cavitt, knowing that there was not room enuf for him to stand between the two tracks, started to run; but just before he reached the end of the last car the engine overtook him, caught his left hand and threw him ten feet.

The Illinois state entomologist has discovered a new insect that promises to injure corn. It is a small white grub about an eighth of an inch long when full grown. It kills the larger roots of the corn by gnawing away at the surface. Hitherto it has confined its pernicious activity to roots of the strawberry plant, but is now breeding in grass lands and has developed a fondness for corn. The grub has been found in every cornfield in Piatt County. The egg from which the grub hatches is laid in the fall by a little brown beetle known as the calaspis brunnea.

R. C. Grier, secretary of the Peoria Board of Trade, reports the receipts at Peoria, Ill., during June as 34,450 bushels of wheat, 1,154,350 bushels of corn, 997,-

400 bushels of oats, 9,000 bushels of rye, 37,500 bushels of barley, and 2,870 tons of hay; compared with receipts of 40,150 bushels of wheat, 1,989,000 bushels of corn, 685,600 bushels of oats, 7,800 bushels of rye, 34,500 bushels of barley, and 2,390 tons of hay for the month of June, 1899. The shipments for June this year were 16,900 bushels of wheat, 598,000 bushels of corn, 1,085,200 bushels of oats, 600 bushels of rye, 15,000 bushels of barley, and 460 tons of hay; compared with 9,150 bushels of wheat, 591,950 bushels of corn, 704,400 bushels of oats, 600 bushels of rye, 21,050 bushels of barley and 310 tons of hay, for June, last year.

## INDIANA.

An elevator is being erected at Johnsonville, Ind.

S. Taylor, of Montmorenci, Ind., will put in a car loader.

Covington dealers are paying more than grain is worth.

Cloke Bros., grain dealers of Piper City, Ind., have failed.

Buxton & Appleby, of Scircleville, Ind., will put in a feed mill.

J. S. Huffer will build a 10,000-bushel elevator at Yorktown, Ind.

J. F. Pearson has recently bot the elevator at Terhune, Ind., from J. A. McClelland.

Ross & Ross, of Chalmers, Ind., are putting in a Bird Special Cleaner and Separator.

The Cleveland Grain Co. will let the contract for a 25,000-bushel elevator at Hillsboro, Ind.

Mr. King, proprietor of the West Elevator at Talbot, Ind., is building a new brick engine room.

Readers will confer a favor by sending us notices of new firms, new elevators and business changes.

Harry Jones of Rushville, Ind., has engaged in the grain business with his father-in-law, C. G. Mauzy.

The Matt Schnable Grain Co., which is the only regular dealer at Colburn, Ind., is building a 10,000-bushel elevator.

Fred Geiger, Edna Mills, Ind., June 27: We will not have enuf wheat for seed. Considerable old wheat in farmers' hands.

J. C. Dewees, of Tipton, was at West Middleton, Ind., to take charge of the elevator recently bot by himself and Mr. Phares.

F. Edmonds, the scoop man who attempted to ship grain from Colborn, Ind., some time ago, has withdrawn from the market.

Two thousand acres of grain along the Wabash River at Terre Haute, Ind., were swamped on the night of June 26 by the breaking of the levee.

Oakville, Ind., unfortunately has no elevator, but it has two scoop shovel men who fight one another, and do much injury to adjacent territory.

More feed mills will be put into Indiana elevators this season than for years past. Many of the millers will not have bran or screenings for sale this year.

The Berne Hay & Grain Co., of Berne, Ind., has bot the elevator and grain business of S. W. Hale & Son at Geneva. Samuel Egley will have charge.

Dieckmann Bros., of Greensburg, Ind., who had intended to erect an elevator, write that they have postponed the work until next year, because there is no wheat to harvest.

C. E. Bash has plans for a 25,000-bushel elevator at Huntington, Ind., furnished



by the Reliance Mfg. Co. The main building will be 20 x 56 feet, with a 12-foot driveway.

Martin L. Clark, of Clark & Hillis, grain dealers at Hillisburg, Ind., has brought suit against his partner, Benjamin Hillis, for an accounting and for a dissolution of the partnership.

Slack Bros., Muncie, Ind., June 27: Oats acreage doubled, condition good. Corn acreage increased 10 per cent, good stand and clean. Not enough wheat to seed. Will ship in wheat.

The hay barn of A. & E. H. Wolcott, at Remington, Ind., was burned on Sunday, June 10. Being built of iron and fireproof there was no insurance. One hundred tons of hay was consumed.

The Samuel Born Grain Co., of Lafayette, Ind., will establish a morning daily to run the morning Journal out of business. They will find the newspaper business quite different from the grain business.

H. Kerlin, Delphi, Ind., June 27: We will have no wheat; will have lots of oats, three times the usual oat crop. Increase in corn acreage, 10 per cent. Much corn has been destroyed on the Wabash bottoms.

D. M. Maxwell, of New Waverley, Ind., is building a 20,000-bushel elevator, which will be equipped with a Western Sheller, Constant Feeder and 30-h. p. steam plant. Mr. Maxwell will buy a feed grinder.

Simison & Co. are putting a new 50-h. engine and a 60-h. p. boiler in their elevator at Romney, Ind. In remodeling their elevator the sheller is being placed immediately under the dump, so as to dump direct.

Vernon D. Graves, of Fountain City, Ind., is putting in a full line of elevator machinery. The millwrighting is being done by A. H. Richner, of Crawfordsville, who is also putting in two of the Richner Chain Grain Conveyors.

Ira Cadwallader will install a Reliance Cleaner, a New Process Sheller and Reliance Suction Fan for elevator head, in his new 80,000-bushel elevator at West Lebanon, Ind. This plant is equipped with 10 Reliance Dumps.

J. M. Dunlap, an old grain dealer at Franklin, Ind., failed June 27. He operated elevators at Franklin and Trafalgar. Liabilities, \$32,000; assets, \$35,000, mostly notes and accounts against farmers. He was prominent in politics.

Some Indiana dealers seem to think the prime purpose of being in business is to keep their competitors from buying any grain at a fair price. If this hits you just dream over it, then rite us regarding the profits of overbidding.

Martin, Martin & Co., New Castle, Ind., July 6: The wheat crop in Henry County is a total failure. Farmers will either have to ship in their seed or use the old crop for this purpose. Enough of the old crop is left to seed the county.

The transfer elevator at Lafayette, Ind., has been sold by the Lafayette Grain Transfer Elevator Co., to the Lafayette Mill & Elevator Co., which is composed of John F. McHugh, president; DeWitt C. McNutt, secretary, and Hiram W. Moore. The elevator probably will be operated by the Samuel Born Grain Co.

Government weekly crop bulletin, July 3: Indiana—Frequent rains, heavy in localities; much corn and oats in bottom lands uninjured; most wheat harvested, yield poor, barely enough for seed and home consumption; clover housed, much spoiled by rain; a fair crop of rye is being

harvested; haying begun, crop fair; oats heading and promise large yield; tobacco growing well.

Fred Rose, of Brookston, Ind., writes that he is building an addition to his elevator of 20 feet, and putting in another dump, making three in all, with the B. S. Constant Feed for each. Each dump also has an independent stand of elevators, with 7 x 16 inch buckets. The plant will have 12 bins 35 feet deep and three small ones, giving a capacity of 40,000 bushels. Charles F. Temple, of Rockfield, Ind., is doing the work.

Regular grain dealers of Madison, Henry, Hancock, Delaware, Jay, Wayne, Randolph, Blackford and Adams counties can become charter members of the Eastern Indiana Division of the Grain Dealers' National Association by sending \$5 to Secretary J. K. Slack, Muncie, prior to August 1. This will pay dues to July 1, 1901. Dealers waiting until after August 1 will be required to pay a membership fee of \$5 and dues \$5. Send applications early so Board of Managers will have time to act upon them this month.

The annual meeting of the Western Indiana Division Grain Dealers' National Association, held in Lafayette on the 27th, was but lightly attended. This we have construed to mean that all was well, that complaints were nil and that the association has accomplished one of the objects for which it was organized, namely, to promote good feeling and eliminate friction between the dealers. Reports from all over were very favorable, some slight differences were reported, but they were few and on the way to adjustment. Every member should try to increase the membership. At every meeting we have had additions, but there are many yet out, and a little effort on the part of each one will make the association complete. It is to each one's interests to have his competitor join, and it is to the interest of the competitor to associate with us.—E. H. Wolcott, Wolcott, Ind.

## IOWA.

J. Locke will erect a 25,000-bushel elevator at Malara, Ia.

Vincent has two scoopmen, J. B. Schmoker and Butler Hanley.

Charles Rippe reports the crops in Winnebago County, Ia., as fair.

M. C. Ott has let the contract to enlarge his elevator at Wilton, Ia.

C. B. Albert has bot a half interest in the Wallace elevator at Vinton, Ia.

J. H. Carter has bot the elevator at Wauke, Ia., of J. W. Youngerman.

The only regular grain dealers at Vincent, Iowa, are C. F. Austin and the St. P. & K. C. Grain Co.

Readers will confer a favor by sending up notices of new elevators, new firms and business changes.

The Spencer Grain Company's elevator at Hutchins, Ia., will be enlarged by Younglove, Boggess & Co.

Mr. Spurgeon has succeeded H. Tropitz as agent for the Trans-Mississippi Grain Company, at Holstein, Ia.

J. R. Smith & Son, of Lamoni, Ia., will put in an elevator leg and a horse power to handle shelled corn and oats.

Younglove, Boggess & Co. have received the contract to build an elevator, 30x31x36, at Decorah, Ia., for C. B. Lennon & Co.

The Corwith Grain Company's elevator at Stillson, Ia., has been purchased by the Northwestern Iowa Grain Company, of Mason City.

King & Smith have begun work on their new elevator at Aurora, Ia. Improved machinery will be used, and driven by gasoline engine.

William Felkner, of Downey, Ia., informs us that the elevator at that place will be improved with the addition of a new dump, engine and spouting.

The Des Moines Elevator Company, of Des Moines, Ia., contemplates building an addition for storage purposes to its cleaning elevator at that place.

The elevators of the Northwestern Iowa Grain Company at Hanna, Woden and Titonka, Ia., are being enlarged and rebuilt by Younglove, Boggess & Co.

C. L. Kinney, of Hubbard, Ia., has replaced the 15-h. p. engine and boiler in his elevator with a 60-h. p. boiler and 50-h. p. engine, and will sell the old outfit.

Hall grain distributors have been installed in the new elevators at Preparation and Holstein, Ia., by the Trans-Mississippi Grain Company, of Omaha, Neb.

Plans for the 300,000-bushel annex to the elevator of the McFarlin Grain Company, at Madrid, Ia., are being drawn by the Macdonald Engineering Company.

Stanhope, Iowa, seems to be headquarters for scoop men. Among others trying to ship from that station are Brewer Jackson, Kirk Brewer, Ellis Brewer and W. S. G. Kent.

Siebert Bros. are considered irregular dealers at Forest City, Ia. They have an elevator, but it is off the right of way, and grain is hauled by wagon and shoveled into cars.

While a team was being driven on the dump on Shaner & Fowler's elevator at Rowan, Ia., the trip gave way, throwing both horses, one on top of the other. Both were badly bruised.

Ernest Schneekloth, for the past fourteen years engaged in the grain business at Holstein, Ia., has sold his elevator to the Interstate Grain Company, possession to be given July 15.

The membership of the Iowa Grain Dealers' Association, July 1 represented 448 elevators. If not a member better write Secretary G. A. Wells, Des Moines, today for application blank.

Baxter & Fye, Mount Union, Ia., July 9: Corn in this vicinity is in first-class condition. Oats and other small grains are in the shock and bid fair to be an average crop of fair quality.

Leach & Connolly, grain commission merchants of Sioux City, Ia., have suspended operations owing to inability to respond to margin calls from their correspondents, F. G. Logan & Co.

The Northwestern Iowa Grain Company, of Mason City, has purchased the elevator of E. D. Hamlin at Gifford, Ia., and will handle coal and lumber in connection with the grain business there.

Rumor has it that elevators are to be built at Rake, a new town on the Albert Lea, Minn., extension of the B., C., R. & N. R. R., by the Dysart Grain Company, Livermore Bros. and Fleming Bros.

J. M. Brown, the Des Moines, Ia., representative of Counselman & Co., has about concluded negotiations for the purchase of the homestead in Virginia occupied by his ancestors for 300 years prior to the civil war.

Mr. Devereaux, of Minneapolis, Minn., has bot the line of elevators at Estherville, Gruver and Maple Hill, Ia., operated by Bingham & Johnston, and on



August 1 will take possession. The firm retains its coal business.

Government weekly crop bulletin, July 3: Iowa—Fairly good week for field work and crops, but some damage by severe local storms; bulk of corn laid by in excellent condition; rye, barley and winter wheat harvest progressing favorably; hay crop light.

Many irregular grain shippers, who have no money invested in the business, have been found in Iowa recently. Among others are Ed. Linstrom, Archer; Mr. Ingersoll, Cherokee; S. W. McLain, Grimes; L. K. Maulsby, Jolly; H. E. Caldwell, Wauke; Gingles & Vasey, Collins; Mr. Rhinehart, Farnhamville; J. E. Fevold, Badger; F. D. Campbell, Winterset; E. A. Packard, Manilla; E. D. Crowe, Mapleton, and John Moyers, Luther.

The Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., will hold its annual meeting July 17. The report of Secretary F. D. Babcock shows that since the last annual meeting the amount of risks in force has been doubled, and that there has been no loss since December 13. The hearty cooperation of members has contributed largely to the success of the company, and Secretary Babcock urges each member to secure one new risk.

The Grain Dealers' Union will hold its quarterly meeting at the Summit House, Creston, Ia., July 12. The meeting will come to order at 1:30, with a night session if necessary. Secretary G. A. Stibbens, of Coburg, Ia., says: "It is important that all dealers attend this meeting, as we are on the eve of handling a crop of new small grain. We should get in touch with each other and commence right. We still have a few commission firms who persist in handling consignments from parties who are determined to demoralize the local trade, and we extend to these people who handle this class of trade a hearty welcome to this meeting in order to give their views, as this question must be settled right, as we mean to take no backward step in the matter."

## KANSAS.

E. T. Crum, of Hoxie, Kan., will erect an elevator.

Mr. Sturgeon, of Liberty, Kan., has sold his elevator.

John Dick has bot the elevator and mill at Sedgwick, Kan.

A. J. Loomis has about completed the new elevator at Scottsville, Kan.

The Wichita Elevator Company has just finished a new elevator at Wichita.

George Sauer has bot the grain business and elevator of A. F. Hatfield & Co., at Rome, Kan.

An elevator is being built in connection with the mill at Peck, Kan., by Nessley & Rucker, of Mulvane.

H. H. Deichler, Coffeyville, Kan., July 6: Wheat tests from 59 to 63 1-2 pounds. All mills are grinding new wheat.

Work has begun on the new 5,000-bushel elevator of the Thorstenberg Grain Company, at Gypsum, Kan.

The meeting of the Kansas Grain Dealers' Association at Wichita, June 21, was attended by over 100 members.

Government weekly crop bulletin, July 3: Kansas—Wheat harvest and thrashing progressing, yield generally good in quality and quantity; many wheat shocks and stacks scattered by wind and dam-

aged by rain; corn growing rapidly, tasseling, and being laid by, but showing drought effects in some northern counties.

Rapid progress is being made on the new 50,000-bushel elevator of the New Era Milling Company, at Arkansas City, Kan.

A. F. Hatfield & Co., who have sold the business at Rome, Kan., will again engage in the grain trade at some point in Oklahoma.

The Hunter Milling Company, which is building an elevator at Perth, Kan., contemplates erecting others at Mayfield and Milan.

John C. Gosch, grain dealer at Norwich, Kan., died June 29, after a brief illness. He was 61 years old and long had resided in Kansas.

The Midland Elevator Company, of Kansas City, Mo., has recently built ten new elevators on the Union Pacific Railway, in Kansas. All are finished ready to handle the new crop.

The Kansas state treasurer is collecting the remainder of the amount due the state for seed grain furnished the counties in 1891 and 1896. The original appropriation was \$160,000, and the amount due has been reduced by payments to \$29,385.

The elevator at Parsons, Kan., operated by J. K. Davidson & Co., of Kansas City, was closed June 25 on a writ of attachment secured by creditors. Mr. Davidson was interested in the large Union elevator at Kansas City which was recently burned.

Greeley Milling Company, Greeley, Kan., June 27: Our crops are very fine and flax cannot be better; farmers claiming that the flax will go 15 bushels to the acre. Wheat is good, but little raised here this year. Thrashing now, and flax cutting will begin next week.

The Kansas Millers' Association will hold its twenty-seventh annual meeting at the Copeland Hotel, Topeka, Kan., July 12. Among the speakers are Charles H. Seybt, of Highland, Ill.; Colonel W. L. Barnum, of the Millers' National Insurance Company, Chicago, and Hon. W. A. Harris, United States Senator.

E. T. Crum, Hoxie, Kan., July 7: Our prospects for wheat are very good; acreage not so large as last year and year before, but the acreage of corn is about double any previous year. Wheat has made a strong half a crop; the chinch bugs, grasshoppers and dry weather are hurting crops badly.

M. J. Travis, of Atchison, Kan., has recently received contracts to build a 10,000-bushel elevator at Corbin, Kan., for Kramer Bros., a 10,000-bushel house at Jewel City, Kan., for George & Wheeler, to be equipped with Victor Corn Sheller, Cornwall Cleaner and 15-h. p. gasoline engine; a 10,000-bushel house at the same place for Edwards & Son, to be equipped with Victor Sheller, Cornwall Cleaner and 15-h. p. gasoline engine; a 10,000-bushel house at Scottsville, Kan., for A. J. Loomis & Co., to be equipped with corn and wheat cleaner and gasoline engine; and a 5,000-bushel house for Moses Bros. Grain Co., at McCracken, Kan.

The French-Bennett Grain Company has recently been organized at Topeka, Kan., with I. H. French, of Champaign, Ill.; E. F. French, of Farmer City, Ill., and A. H. Bennett, of Topeka, Kan., as principal stockholders. They have purchased the Capital elevator at Topeka, Kan., and after putting it in thorough repair will at once assume active con-

trol. They are all practical grain men, I. H. French, the president, having been actively engaged in the trade in Illinois and Kansas since 1874; E. F. French, the vice-president and treasurer, recently having elevator interests at Indianapolis, Ind., while Mr. Bennett, the secretary, has been closely identified with the Kansas grain trade for the past twelve years, his connection prior to this having been with the old Capital elevator management. Their first step has been to identify themselves with the Kansas Grain Dealers' Association, and they say plainly and emphatically that they want the patronage of regular dealers only.

## MICHIGAN.

A. I. Ewen and Henry Read have bot the grain elevator at North Star, Mich., of the old milling company.

Hamblin Bros. have succeeded C. T. Parris in the grain and fuel business at Durand, Mich., and have taken possession of the elevator on the Ann Arbor Railroad.

The Botsford Elevator Co. and the Grand Trunk Elevator Co., of Port Huron, Mich., have applied for a new trustee for the mortgage bondholders in place of John W. Porter, deceased.

Government weekly crop bulletin, July 3: Michigan: Rain in central, northern and upper peninsular counties very beneficial; corn continues small, but retains good color; oats, rye, and sugar beets very promising; potatoes and beans doing well; haying progressing favorably and fair crop being secured; wheat harvest begun.

## MINNESOTA.

An elevator will be built at Dunnell, Minn., by A. D. Packard & Sons.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Jameson & Hevener, dealers in grain and feed at St. Paul, Minn., recently suffered \$15,000 loss by fire.

The Interstate Elevator Company, of Winona, Minn., has bot the elevator of E. Schneckloth at Holstein, Ia.

J. C. Geraghty has been appointed trustee for the bankrupt estate of E. M. Walbridge, grain dealer of Northfield, Minn.

Members of the Minneapolis Chamber of Commerce were well pleased with the broadening tendency of the Minneapolis future market during the recent bulge in wheat.

Robbins & Warner, grain dealers at Duluth, Minn., retired from the business June 30. The Northwestern Elevator Company, which was represented by the firm, will open offices of its own. E. C. Warner will devote his time to his linseed oil mill at Minneapolis.

James Doran & Co., of St. Paul, Minn., failed June 27, with liabilities of \$300,000. Mr. Doran looked for a rise in wheat from the 60s, but thought a reaction due when it reached 78 cents. This firm has no connection with M. Doran & Co., grain commission merchants.

W. B. Hatch, who has been with L. Bartlett & Son, of Milwaukee, as traveling representative in the Northwest for the past five years, has severed his connection with that firm, to take a similar position with P. B. Mann & Co., of Min-



neapolis, Minn., entering upon his duties July 1.

Byrnes Bros., Wells, Minn., June 30: The condition of crops here is quite favorable at present, and if the weather remains favorable we will have a fair crop. Wheat is a little thin in some places and may yield 10 to 12 bushels per acre. Late flax is looking bad on account of drouth.

The directors of the Minneapolis Chamber of Commerce have suspended Gregory, Jennison & Co. from the privileges of membership, and have expelled F. A. Bean, miller of New Prague, Minn. It is alleged the two firms manipulated the milling in transit rates granted by the Minneapolis & St. Louis Railroad so as to obtain an unfair advantage.

New elevators will be built this season on the extensions of the Northwestern road in Minnesota by the Minnesota Elevator Company, of Winona, Minn. At a recent meeting the old officers were re-elected as follows: President, H. P. Frazier, Chicago; vice-president, H. W. Bartlett, Chicago; secretary, H. C. Garvin, Winona; and treasurer and general manager, W. B. Parsons, Winona.

Government weekly crop bulletin, July 3: Minnesota—Drouth broken; all conditions same as last week until 30th, when good rains fell in Polk, Becker, and Hubbard counties; straw of much spring wheat, oats and barley will be too short to harvest; fair crop of winter rye being cut; winter wheat ripening; hay crop practical failure.

#### OUR MINNEAPOLIS LETTER.

Minneapolis, Minn., July 9.—The wild speculation which was the feature of the sessions of the Minneapolis Board of Trade for several weeks, has come to an end, and the local market is once more quiet. The outside element has been frozen out, and those remaining are more conservative. Copious rains fell over the entire northwest last week and broke the backbone of the drouth, with the result that crops are now most promising where there was great danger of having no crop not more than a week ago. Crop reports received by newspapers, railroads and elevators and all reliable sources, are of one accord, in that they agree as to the great benefit derived by all grain from the well distributed rains of the past week. Except where the drouth was most severe and of long duration, wheat has taken on a new lease of life. Correspondents assert that the improvement can be noted from day to day.

It is believed now that the yield will be considerably larger than seemed possible a few weeks ago, and in some sections of the northwest, where the drouth was not severe, the yield will be normal. Oats, corn and flax are looking fine, and meadows which were almost burned up have once more taken on the emerald hue of spring. Where hay had already been cut it is confidently expected that a second short crop will grow. Many farmers who had plowed up their wheat will plant flax or other grain, and trust to a favorable fall to mature the grain.

The amount of confidence which these rains inspired in the business men of the northwest is truly remarkable. A week ago country merchants were canceling orders right and left, and now they are renewing them, and in many localities, where traveling representatives of jobbing houses were unable even to receive a smile, they are now receiving good-sized

orders, and many merchants are ordering their fall lines.

The outlook for grain and elevator interests is considerably brighter, but of course the amount of grain handled this fall and winter will be much less than during the past few years.

A short time since, when it became evident that there would be a shortage in the wheat crop of the Northwest, elevator companies began to retrench, and in some instances employes were laid off. Among the well known elevator companies of the Northwest is the Cargill Elevator Company, of Minneapolis, which operates a large line of elevators. Knowing the natural anxiety of his employes over the uncertainty of their positions, Mr. S. G. Cargill informed them that even tho he did not have enuf work for all of them until the crop was harvested next year, he would carry them on the pay roll of the company.

The directors of the Chamber of Commerce, at a meeting held Friday, voted to expel from membership F. A. Bean of the New Prague Milling Co., New Prague, Minn.; to suspend indefinitely W. D. Gregory and W. J. Jennison, officials of the Midway Elevator Company, of Minneapolis, and also members of the grain commission firm of Gregory, Jennison & Co., and to suspend temporarily F. A. Bean, Jr. The action was taken as the result of charges of false billing of wheat, which were preferred by the Minneapolis & St. Louis railway, and fully sustained by the investigation of the directors of the Chamber of Commerce.

Honstain Bros. have been awarded the contract for building a 25,000-bushel elevator at Westbrook, Minn., on the Bingham Lake extension of the Omaha road. Another elevator of similar capacity is to be constructed at Batavia, Big Stone County, Minn., on the Fargo Southern branch of the C. M. & St. P. R. R.

Honstain Bros. today commenced tearing down the old City Elevator at Third avenue, north, and Fifth street, this city. It was of 100,000 bushels capacity, and formerly the property of Fletcher Bros., but was sold some time ago to the Exchange Elevator Company, which is now having it torn down. The material will be used in the construction of an elevator of 150,000 bushels capacity at St. Louis Park, a suburb of Minneapolis, on the Minneapolis & St. Louis Railroad. The new elevator will be a modern terminal house, and later a storage plant of 500,000 bushels capacity will be added. The building will be completed by Oct 1.

Honstain Bros. have commenced the building of the four elevators on the Tyler-Hendricks branch of the Northwestern road, in Cottonwood County, Minn., and will have them completed in time to handle the crop this fall. A good sized coal shed will also be constructed at each of the towns where these elevators are being built.

John Kerswell, a grain sampler of this city, had one of his hands so badly shattered by a giant firecracker on the Fourth of July that amputation was necessary.

There is a heavy falling off in wheat receipts at Minneapolis, and while most of the flour mills were closed for repairs or other reasons during the past week, the mills running found it necessary to draw upon terminal stocks to keep their mills going. With a continuance of these small wheat receipts, cash wheat will command a better price soon. September wheat

closed here Saturday at 80¼c, and No. 1 northern brot from ½c to 1c premium over the option. J. P. K.

#### MISSOURI.

W. D. Judd will reopen his elevator at St. Louis, Mo.

J. H. Schiermeir, of Defiance, Mo., is building a grain elevator.

The Farmers Elevator Co., of Clarks-ville, Mo., has increased its capital stock to \$18,000.

The Mass-French Commission Co., Kansas City, will embark in the cash grain business.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

T. L. Ewan, former manager of the Capitol Elevator, Topeka, Kan., will engage in the grain business at Kansas City, Mo., where he is forming a company.

The Kelley Milling Co. has installed two 400-bushel Monarch Hopper Scales and one 60-ton Monarch Track Scales in its elevator at Kansas City.

G. H. Conant, agent for McReynolds & Co., Kansas City, Mo., has been ill at his home in Omaha for 6 weeks. He returned, June 28, to his office.

Rosenbaum Bros., grain commission merchants of Chicago, have obtained a Missouri state charter under which to operate the Maple Leaf Elevator at Kansas City.

The biggest car of wheat ever received at St. Louis was inspected last week. It was shipped from Ogeche, I. T., to the Brinson-Judd Grain Co., and contained 1,572 bushels.

The firm of Tomlin & Beall, Kansas City, Mo., has been dissolved thru mutual consent, Mr. Tomlin continuing his business as J. H. Tomlin & Co., and Mr. Beall as the Beall Grain Co. Both have offices in the Exchange building.

J. T. La Turno, Commerce, Mo., June 29: The wheat crop in this, Scott, county has been spoiled by wet weather, and a large per cent on low land is not cut and can never be saved now. We have had rain 23 days in succession this month.

Government weekly crop bulletin, July 3: Missouri—Corn is unusually promising, except in extreme southeast, where both corn and cotton are overrun with weeds; wheat mostly cut, stacking and thrashing retarded by rains; local windstorms in western counties damaged wheat shocks, corn, oats and orchards; oat harvest progressing, yield generally average or above; meadows much improved, but weedy.

#### NEBRASKA.

H. Garhan, of Risings, Neb., has quit the grain business.

W. H. Roscoe is no longer in the grain business at Angus, Neb.

F. A. Derby has retired from the grain business at Armour, Neb.

R. L. Clemens & Co., of Ohiowa, Neb., have retired from the grain business.

L. N. Wheeler, of Crab Orchard, Neb., has discontinued the grain business at that point.

The Farmers' Grain and Stock Company, of Hooper, Neb., has equipped its elevators with four Hall distributors.

T. B. Hord has bot the elevator of W. E. Gibbs at Central City, Neb. The latter will go to Hot Springs, S. D., in hopes that his health will be benefitted.



P. E. Surface, Union, Neb., July 6: The old corn is pretty near all out of this region. Threshing has commenced and the wheat is of fine quality. Prospect for corn crop is good so far.

An incendiary fire, June 24, destroyed the cribs of the Omaha Elevator Company, at Millard, Neb., with 4,000 bushels of corn. Kerosene was freely used in an endeavor to destroy the entire elevator property. The miscreant will be severely dealt with if caught.

Government weekly crop bulletin, July 3: Nebraska—Corn in fine condition and well advanced; wheat, oat and rye harvest general in southern and central portions; small grain has been seriously damaged in central and southwestern sections; wheat excellent yield and quality in southeastern portion; oats not so good.

A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association, writes: The crop prospects for this state never were at this season better generally speaking than at the present time. Some damage has been done in the northwestern and southwestern sections, but not enough to make any material difference in the state's condition.

Recent additions to the membership of the Nebraska Grain Dealers' Association are H. O. Barber & Son, Lincoln; L. S. Chittenden, Tecumseh; William McCallum & Co., Indianola; Ostberg & Co., Wahoo; L. E. Scott, Hastings; R. Unsicker, Milford; Farmers' Co-operative Association, Cedar Bluffs; W. F. Hammond, Elgin; Davenport Grain Company, Davenport, Neb.; W. H. McClusky, Winside, Neb.; D. Bourke, Weeping Water; M. V. Collins, Prosser; L. Montein, Wahoo; Buschman-Cave Commission Company, St. Louis, Mo.; Nebraska City Cereal Mills, Nebraska City, Neb.; W. W. Powell, St. Louis, M.

## NEW ENGLAND.

Mr. Strickland, of Livermore, Me., is said to have sold his grain business.

H. C. Morse's new elevator at Waterville, Me., is rapidly nearing completion.

The grain warehouse of H. F. Sanborn at Cambridge, Mass., was burned July 1. Loss, \$25,000.

A. Fred Brown, grain exporter of Boston, Mass., sailed for Liverpool recently and will be absent until August.

Edward P. Merrill, grain broker, Portland, Me., writes: Shippers are apart in their views. Winter mixed feed, hundreds, offered here this morning at a range in price of a dollar and a quarter a ton. The largest millfeed dealer in the city said to me to-day: "We have but little millfeed on hand. We cannot buy millfeed in the West and sell it here at a profit, consequently we shall wait awhile. Dealers note carefully from day to day the price of wheat, but no flour being bot at present time."

## NEW JERSEY.

Brady Brothers' grain warehouse and other property at Bayonne, N. J., was burned June 25. Loss, \$130,000.

The malt house of the Farmers' Feed Company, of New Jersey, on the East River, was recently burned. Loss, \$100,000.

A corn mill of 3,000 bushels capacity daily is being erected at Weehawken,

N. J., by a combination of brewers known as the Manhattan Milling Company.

## NEW YORK.

Ed Born, Buffalo, N. Y., June 27: Very dry thru western New York and part of Pennsylvania. No rains this spring. Oats and hay short crops.

Heinold & Rodebaugh, dealers in grain and feed at Buffalo, N. Y., have dissolved partnership. James H. Rodebaugh will occupy the present offices, John G. Heinold taking a separate office.

## NORTHWEST.

The Farmers' Elevator at Wells, Minn., will be improved and placed in operation by an Iowa party.

F. N. Theisen, Artesian, S. D., July 2: On account of the crop prospect the elevator men cannot afford to make any changes.

The St. Anthony and Dakota Elevator Company, of Minneapolis, Minn., will install a Hall grain distributor in its new elevator at Cando, S. D.

W. C. Gemmill, of Canton, S. D., has awarded the contract for the construction of a 15,000-bushel elevator at Worthing, S. D., to Younglove, Boggess & Co.

L. N. Loomis has begun building an elevator at Letcher, S. D. Dry weather has shortened the hay crop of the Northwest. As a result oats are in better demand.

Some northwestern line companies are adding flour to their side lines of coal, etc. By their close connection with certain mills the line houses are enabled to compete strongly with local mills.

James Doyle, A. A. Betts and Ernest Weiland are building elevators in connection with their flat houses at Delmont, S. D. All the machinery is being furnished by the E. H. Pease Manufacturing Company.

The W. W. Cargill Company, of La Crosse, Wis., which operates several lines of elevators in the spring wheat states, has decided to close seventy elevators north of its Litchfield line. None of the employees will be discharged.

The Blanchard Elevator Company has been incorporated at Blanchard, N. D. Capital stock, \$6,000. Incorporators, Thomas Harrison, W. A. McCain and Samuel Irwin of Blanchard, Carl Larson of Clifford, and H. J. Cooper of Hillsboro.

Two elevators at Wentworth, S. D., were burned June 22. The fire started in the elevator of the McCaull-Webster Company, of Minneapolis, Minn., and quickly spread to the adjoining house of A. E. Rippe, of Madison, S. D. Mr. Rippe valued his elevator at \$3,200; insurance, \$2,500. About 2,000 bushels of grain was burned.

Government weekly crop bulletin, July 3: North Dakota—Light to heavy showers, with cool weather, have revived and freshened crops temporarily; wheat still deteriorating and being plowed up; oats, rye, barley and hay generally a complete failure; corn doing fairly well; flax fair but uneven, some blossoming four inches high, some just coming up. South Dakota—Local, insufficient rains; hot winds injured small grain, flax and grass somewhat; spring wheat of uneven length, mostly heading, and needs rain badly in most counties; hay less promising; potatoes and corn prospering except in northern localities; flax prospect not en-

couraging. Montana—Crops are failure in Eastern Montana and are below average in central portion; streams drying up, causing stockmen to drive stock to ranges near large streams. Wyoming—Week very warm, with but few scattered showers; irrigated crops made excellent growth, but unirrigated crops and ranges drying up; feed fair to good.

## OHIO.

Mr. Gorrell, of Luckey, O., is enlarging his elevator.

Z. H. Travis is remodeling and enlarging his elevator at Hamler, O.

C. G. Rockwell, of North Baltimore, O., will enlarge his elevator and put in two dumps.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

H. H. Knapke, St. Marys, O., July 2: Corn and oats are excellent and have the very best kind of weather.

The old Fulton Grain Elevator on the C. H. & D. at Dayton, O., is being taken down to make room for shops.

Fire at Elmore, O., July 3, destroyed the elevator of Magee & Pfaffenbach, with a large quantity of grain. Loss, \$15,000; partially insured.

E. L. Southworth, of Southworth & Co., grain commission merchants of Toledo, O., has been visiting St. Louis and the Southwest and study the crop conditions.

Ward & Teegardin, of Ashville, O., are repairing the damage done to their elevator recently by a switch engine which left the track and tore the side out of the building.

H. H. Knapke, St. Marys, O.: You can stop my advertisement of elevator for sale, as I am about to close a deal. I think the Journal is a good medium, as I had nine different parties corresponding.

Toledo has received up to July 7 only three cars of new wheat from Kansas, Oklahoma and Tennessee. Prior to the same date last year 250 cars of new wheat, mostly Ohio, had arrived. Last year's crop was a good one, while the present one is a failure.

Frank N. Quale, grain commission merchant of Toledo, O., recently suffered a stroke of paralysis, as the result of worry. A steamboat which he operated ran aground with a crowd of passengers, and the indignant people proclaimed a boycott on his line.

The new officers of the Ohio Grain Dealers' Association are: H. S. Grimes, president, Portsmouth; A. E. Clutter, vice-president, Lima; J. W. McCord, secretary-treasurer, Columbus; The foregoing are also ex-officio members of the Governing Board, the others being: R. D. Sneath, Tiffin; J. W. Dewey, Blanchester, and W. J. Ross, Ansonia.

Government weekly crop bulletin, July 3: Ohio: Scattered showers in north, general in south, with local damage by rain and wind; hay harvest begun, weather unfavorable in south, crop improving, but light; clover good in extreme northwest; corn, oats, barley, tobacco, gardens, and potatoes doing well in most sections; wheat in shock damaged by rain, and uncut fields still deteriorating.

J. M. Neer, Marion, O., July 6: Farmers are very busy at present (very little grain is moving) cutting what little wheat they have, which will not be more than half of what was sown in Marion County last fall. Corn is doing well on an aver-



age; lots of it ready to tassel. Oats are looking fine and will be a large crop. Grass is being cut, but will not be more than half of an average crop. Have shipped several cars of wheat on the recent advance in price, and there still is considerable left in farmers' hands.

Inspector Culver has just returned from the Southwest. He has been there a month booming the Toledo market and watching the wheat crop. He says Missouri has a very large crop of excellent quality, which would easily grade here. It is mostly like the amber Illinois wheat of some years ago. Millers are very fond of it. He says what he saw in Kentucky and Tennessee would also grade. They have large crops. He says a month ago Illinois promised some good wheat in the southern part, but it has badly lodged since, and will probably turn out mostly grown wheat. He says Southeastern Kansas, hardly a third of the state, has some good soft wheat, but most of the crop there is hard wheat, and will be partly exported via the gulf ports. The millers there will be able to take only a small part of the soft wheat. The bulk of it will come east. He hopes the part which comes thru Kansas City will not become too well acquainted with the poor old wheat which is resting there. He says the movement will be late. Missouri should have some in St. Louis next week. Northern Kentucky and Southern Ohio have hardly commenced to cut—King's Market Report.

Ohio state crop report, July 1: The wheat harvest is on with a prospect of only 25 per cent of an average product, a still further decline of 4 per cent, as compared with the prospect indicated June 1. Wheat prospect has shown a steady decline from the appearance of the plant to the opening of the harvest, the result of which will undoubtedly be the lowest product since 1866. The crop is bad over the entire state, ranging from total failure to above 50 per cent in but four unimportant wheat counties. The great proportion of the crop is below 35 per cent; twenty-four counties averaging below 15 per cent. A great many fields will simply be cut for feed or pastured. A vast amount of wheat was plowed up and put to other crops, principally corn and oats. Of the 3,030,855 acres estimated to have been sown last fall, 1,953,505 acres is the amount estimated to have been plowed up this spring, leaving but 1,077,350 acres for the harvest, and much of this not worth the cutting. It can very readily be seen that the Ohio wheat crop for 1900 is a great failure, compared with the average product and with the possibilities of the state in wheat production. We cannot now anticipate a crop of more than twelve millions of bushels. The significance of this is strikingly apparent when we consider that Ohio has produced above fifty millions of bushels. In 1898 and 1899 Ohio had a large corn area, but the area of the present year will exceed either of those years. The present corn area is estimated at 3,051,733 acres, an increase over last year of 145,372 acres, and being about the largest area in the history of the state. The crop shows a very fair condition of growth throughout the state, and present prospects are promising. Recent rains have aided in advancing corn growth, and if weather conditions continue favorable the corn crop of 1900 will be among the largest in total product, as well as in total area. The only complaint at present is on account of the cut worm and white grub, which are reported

to be working in the corn, the estimated damage for each being about 3 per cent, which damage rapid growth may overcome.

### PACIFIC COAST.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Aaron Kuhn, of Colfax, Wash., has bot the Farmers' warehouse at Elberton, Wash., for \$1,000, and will build a large addition.

The Bucket Tramway Company has been incorporated at Pomeroy Wash., with \$10,000 capital stock. M. H. Houser is president, John Wilson, secretary, and I. C. Sanford, treasurer. Two warehouses will be built to handle the 250,000 bushels of grain contracted for.

Government weekly crop bulletin, July 3: Washington—Grain ripening prematurely in some localities and will be shrunken; rain needed for spring wheat. Oregon—Fall wheat in Willamette Valley continues poor. California—Conditions favorable for all crops except Northern Sacramento Valley; large crops of deciduous fruits being gathered.

The warehouse system of the Heistand-Warner Warehouse Company, comprising twenty houses in the Palouse region, has been sold by the trustee to different parties. Some of the houses were acquired by the Pacific Coast Elevator Company, others by the Puget Sound Warehouse Company, and Balfour, Guthrie & Co.

George H. Wright, Washington state grain inspector, on his return from a trip thru eastern Washington July 7, said: It will be the largest crop of wheat the state has ever raised. The harvest has commenced a month earlier than usual, and there is practically no danger of injury from rains. In the Spokane district harvesters are at work cutting fall wheat. Binders and thrashers are working about Walla Walla and along the Snake River. There is an inadequacy of harvesting machinery, and hands are scarce, in spite of the fact that wages are from \$2 to \$5 a day. There is a superior crop of barley, which is being put under shelter. All classes of farm products, hay, cereals, and vegetables, are giving a full crop. This promises to be a most prolific year for the farmers.

The Tacoma Warehouse Co. has been incorporated at Tacoma, Wash., to operate in the Palouse country along the Northern Pacific, where P. W. Lawrence, of Garfield, has been buying grain warehouses for several months. The capital stock is \$100,000, and the incorporators are Ralph B. Smith, president; Edward S. Shull, Jr., vice-president; Frank L. Shull, secretary; Theodore B. Wilcox and Charles E. Ladd. E. Noonan, formerly of Palouse, will be manager and P. W. Lawrence traveling agent. The new firm now has warehouses at Genesee, Johnson, Granite Point, Pullman, Sunshine, Moscow, Fallowns, Palouse, Belmont, McCoy's Siding, Rosalia and Spangle, and will construct a number of warehouses at other points in the immediate future. Rumor has it that the new company will operate in the interests of the Northern Pacific Railroad.

### PENNSYLVANIA.

It is reported that work on the new elevator of W. J. Koch & Co., at Harrisburg, Pa., was stopped because the Penn-

sylvania Railroad has obtained an option on the site for an extension of its yards.

Government weekly crop bulletin, July 3: Pennsylvania—Favorable week for crops; well distributed rains; wheat harvesting well advanced, short crop, but better than anticipated; some haying delayed till after wheat harvest; timothy shows slight improvement; oats and rye promise good yields; tobacco plants well set; corn 3 to 4 feet high; potatoes growing finely.

A grain conveyor gallery is being erected at Philadelphia, Pa., by the Pennsylvania Railroad, to load export grain from its elevator. The conveyor is 800 feet long, and will contain two belts, each 1,600 feet long and three feet wide, each with a capacity of 12,000 bushels per hour. Thirteen trippers are fixed at distances of 40 feet. Grain can be delivered from either belt to ships on either or both sides of the pier thru any six spouts on each side at the same time. The gallery was planned under the direction of William H. Brown, chief engineer.

### SOUTHEAST.

Moore & Lutz, of Lenoir, N. C., are erecting a wheat elevator of 10,000 bushels capacity.

The Farmers' Flouring Mill & Elevator Co. has been incorporated at Sparta, Tenn., with \$10,000 capital.

Wood & Stubbs, dealers in grain and seeds at Louisville, Ky., have admitted Hon. Lucas Moore into partnership.

S. J. Anderson & Co., dealers in grain and feed at Montgomery, Ala., recently suffered \$6,000 loss by fire. Partly insured.

William Rodgers, who has been connected with the firm of Thomas Leishear & Co., grain dealers, of Baltimore, Md., for the past eight years, has been admitted into partnership.

Government weekly crop bulletin, July 3: Kentucky—Local showers caused some damage western and south central portions; wheat harvest progressed slowly, wheat sprouting in shock in some localities and others report favorable weather and good yield; corn generally doing well, but very weedy in western portion, where too wet to cultivate; tobacco poor in west, but making splendid growth in central and eastern portions; oats and grass much improved.

### SOUTHWEST.

W. H. Coyle, of Guthrie, Okla., will build an elevator at Ripley.

C. F. Scholer, of Fairbury, Neb., has bot an elevator at Kingfisher, Okla.

C. D. Franke, J. H. Moore, and L. W. McGivney are building elevators at Pond Creek, Okla.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

Six elevators are being erected at nearby stations by the Medford Mill and Elevator Company, of Medford, Okla.

Cy Williams, Norman, Okla., July 4: Our wheat is yielding 18 to 25 bushels per acre, and all grading No. 2 soft.

The Pond Creek Mill and Elevator Company, of Pond Creek, Okla. Ter., is rebuilding its corn cribs and engine house which were recently burned.

The Brinson-Judd Grain Company, of St. Louis, Mo., is building a line of elevators in the Southwest, at Vinita, Afton, Chelsea and Tulsa, I. T., Jones City, Okla., and Falls City, Kan.



William B. Rucker, Berry, Tenn., June 25: The wheat crop in this section is better this year than it has been for several years. The acreage is larger and the quality extra good.

The Yukon Grain and Milling Company has been incorporated at Yukon, Okla. Capital stock, \$10,000. Incorporators, Charles Gieseke, E. J. Murphy, of Yukon, and August Gieseke, of San Antonio, Tex.

The Blackwell Milling and Elevator Company is building a mill at Blackwell, Okla. When finished it will be of 400-barrel capacity. B. Warkentin, who is proprietor of the Newton Milling and Elevator Company, is also proprietor of this new mill.

Grain exports from New Orleans during June, as compiled by R. J. McMillan, chief inspector of the New Orleans Board of Trade, comprised 406,000 bushels of corn, 628,000 bushels of wheat and 20,000 bushels of oats; against 218,000 bushels of corn, 571,000 bushels of wheat, and no oats, during June, 1899.

Government weekly crop bulletin, July 3: Oklahoma and Indian Territories—Clear, hot, and sultry; droughty conditions, becoming injurious to millet, corn, and potatoes; wheat and oat thrashing and hay cutting in progress, yielding well and secured in fine condition; corn earing and cotton blooming and growing fast; other crops and fruits doing well.

The rice movement at New Orleans during July 1, as compiled by Hy. H. Smith, secretary of the New Orleans Board of Trade, comprised 868,622 sacks rough and 17,387 barrels clean rice received; and 895,656 sacks rough and 219,433 barrels clean rice shipped; compared with 683,468 sacks rough and 11,397 barrels clean rice received, and 650,985 sacks rough and 165,540 barrels clean rice shipped, during the corresponding months of 1899-1900. The total stocks of No. 1 and No. 2 clean rice on hand July 1 were 3,423 barrels, against 11,849 a year ago. The stock of rough rice July 1 was 1,585 sacks, against 11,055 a year ago.

## TEXAS.

The new elevator of Charles F. Orthwein's Sons at Fort Worth, Tex., was opened June 27.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Texas wheat shippers can find a good market for grain among the millers of Michigan, Indiana and Ohio.

J. W. Myers, McGregor, Tex., June 24: The wheat crop here is the heaviest ever raised, and of excellent quality.

The charter of the Southern Texas Grain Company, of Houston, Tex., has been amended to increase its capital from \$6,000 to \$12,000.

William Ochs, who has had considerable experience in the Texas grain trade, will manage the new elevator of Hanna & Leonard at Galveston.

An oats rate of 25 cents from Texas to Colorado common points has been made by the Fort Worth & Denver City Railway, expiring September 30.

The Sherman Elevator and Warehouse Company has been incorporated at Sherman, Tex., with \$15,000 capital stock. Incorporators, W. R. Brents, W. O. and A. O. Brackett.

A meeting of the Texas Grain Dealers' Association is held at Dallas, Tex., July 10, to consider matters of vital impor-

tance, with a view to avoiding last season's experiences.

The regular grain dealers of Texas will need their association more than ever this year. If you are not a member, better immediately send your application to Secretary Dorsey.

The Seley-Early Grain Company of Waco, Tex., has been incorporated to construct and operate grain elevators, wharves and public warehouses, at McGregor, Lorena, Moody, Crawford, Hillsboro and Galveston. Capital stock, \$100,000. Incorporators W. W. Seley, Eugene Early and E. G. L. Weibusch.

Exports of grain from Galveston during the season ending July 1, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, were 8,009,000 bushels of corn and 12,937,000 bushels of wheat; against 3,490,000 bushels of corn and 14,265,000 bushels of wheat for the corresponding period of last season.

Galveston, Tex., is experiencing a grain blockade. The arrivals from the harvest fields of Texas and Kansas are unusually heavy, the storage capacity at Galveston is limited, very few ships are arriving to load grain and foreign buyers are not in the market for American grain at present prices. Hundreds of cars of wheat are on track awaiting ships. It is proposed to divert the grain to New Orleans.

H. B. Dorsey, secretary of the Texas Grain Dealers' Association, under date of July 7, writes: "In conversation with the general freight agent of the T. & P. this morning, he informed me that his road would put in rate of 17 cents on wheat from Abilene and East, to New Orleans, for export only, rate effective July 10, but he did not give expiration of this rate. The general freight agent of the Katy stated to me over the telephone this morning that his road would likely put in a rate of 20 cents on wheat from all their Texas points to St. Louis, Mo., which, if put in, would be effective right away.

Arday & McClure, Godley, Tex., July 6: This is probably the biggest year for wheat that Texas has ever had. While enough has been shipped to Galveston to cause a blockade, yet from what we can gather not more than one-half the crop has been thrashed. Oats are heavy and bright, but are not being moved freely, the farmers being too busy with their wheat. Lack of rain has caused considerable uneasiness for the corn crop, but we have had general rains all over North Texas during the past few days. We have handled considerable grain so far this season and anticipate a very satisfactory business from this point during the year.

Secretary Dorsey of the Texas Grain Dealers' Association advises us that the Cotton Belt quote a rate of 15 cents to Memphis and 20 cents to New Orleans, but does not quote a rate to Vicksburg. The above rate expires on September 30, and calls for 32,000 pounds as a minimum car. Santa Fe makes a rate of 15 cents from all Texas points except west of Belton to New Orleans, and a 15 cent rate to Memphis from all points north of Fort Worth, but no rate to Vicksburg, and minimum car of 32,000 lbs. No time guaranteed to either point. M., K. & T. rate from all points in Texas to New Orleans and Memphis, 15 cents until September 30, but does not specify minimum car, nor have they any rate to Vicksburg. T. & P. rate, Weatherford and east, in-

cluding T. C. division, is 15 cents to New Orleans, Memphis and Vicksburg, expiring Sept. 30, minimum car 24,000 lbs. H. & T. C. rate from all points except A. & N. W. stations to New Orleans is 15 cents, and to Memphis and Vicksburg 20 cents, but no minimum named, and the 15 cent rate to New Orleans expires September 1. Fort Worth & Denver quotes a rate of 15 cents to New Orleans and Memphis from Wichita Falls and south, and from Childress to Iowa Park inclusive 17½ cents, but quote no rate to Vicksburg, and the rate as above expires September 30. No minimum named. Rock Island gives rate from Texas points to New Orleans and Memphis of 20 cents, but has canceled rate to Vicksburg.

## WISCONSIN.

S. S. Rasmussen has bot the grain business of A. Kletche, at Ixonia, Wis.

The Gerlach Malt & Grain Co., of Milwaukee, Wis., has let contracts for the enlargement of its plant to increase the output 1,000,000 bushels of malt per annum.

W. J. Langson, secretary, has just issued the 42d annual report of the Milwaukee Chamber of Commerce. The receipts of grain during 1899 were 48,611,000 bushels, which is the largest total in the history of the city, with the exception of 1898.

Alexander Schmidt, who has been in the grain trade at Milwaukee for 25 years, at different times with Johnson, Smith & Co., E. P. Bacon & Co., and Zimmerman & Co., has purchased the interest of William Sawyer in the Bell Commission Co., which was formed several years ago by Wallace M. Bell, who will continue the business.

Government weekly crop bulletin, July 3: Wisconsin: Decidedly cool latter part of week, with killing frosts in northern counties, damage not great; liberal rains in west central counties, local showers elsewhere; corn making good growth, especially early planted; oats and barley short and thin, heads not filling well; hay crop very light; pastures short.

The Standard Oil Co. suffered a loss of over \$2,000,000 by fire at Bayonne, N. J., recently, hence elevator men will be required to continue paying more for gasoline than it is worth. A monopoly is surely a snap.

Grain infesting insects abhor a clean, well-lighted and ventilated elevator. A thorough cleaning and a coat of whitewash now and then will help to keep them out of your elevator.

Elevators will be erected at Buenos Ayres, Argentina, by William Goodwin, who has been granted a concession on the conditions that he is to deposit \$25,000 as a guarantee, and that the building and machinery is to cost not less than \$700,000.

The American exhibit of corn foods at the Paris Exposition is attacked by certain foreign journals on the ground that "maize," as they call it, is unhealthy. It is alleged that in Italy those who have used corn as food have contracted a loathsome disease. Investigation showed that the corn eaten was damp and moldy, and no more fit for food than wheat in the same condition. Evidently these writers are densely ignorant. A corn diet is the mental pabulum they need to enlighten their minds.



## STEADY AND UNIFORM RATES OF FREIGHT.

(From a paper read by B. S. Tyler, Decatur, at annual meeting of Illinois Grain Dealers Association.

I am glad indeed that your committee on program in assigning to me this topic saw proper to stop short where it did, and did not add "and how to secure them to all shippers."

The question of uniform rates of freight to both shippers and railways has been for the past quarter of a century or more, and is now, one of the most perplexing problems with which we have to deal.

No nation on the globe has equaled ours in the construction and equipment of railways. Indeed we might be termed the great railway nation of the world, for in 1840 we had only 2,800 miles of road, and today we have about 185,000 miles, and are building new lines each year.

Notwithstanding, all this we must not lose sight of the great fact that the railway companies of this country are precisely what we have made them. We, through our constitutional and legislative channels, stipulate the terms and conditions upon which railway companies as common carriers may own, control and operate these great highways of commerce. In the very nature of affairs we must continue making new terms and conditions under which they shall operate, as the exigencies of the case may arise from time to time.

This question of freight rates enlisted but little thought and attention of the people in this country during the first three decades of our railway period. In fact, during the period of time between the building of the first road in 1830, and the year 1870, we seemed to act upon the belief that more miles of railway the better for all. We had concluded that unrestricted competition between railways would be the "life of trade," and that the old adage of the "survival of the fittest" would be applicable.

After the period of time just mentioned competition between roads became very sharp, and affairs grew from bad to worse as parallel lines were being built and operated. Those who had money invested in bonds and stocks, whether capitalists, employees or widows, with their hard earned savings were confronted with the awful spectacle of seeing their holdings vanish into nothingness.

The ordinary grain shipper fared but little better. Competition between roads became sharp and ruinously low rates in the form of drawbacks and rebates were given to a few favored large shippers. The ordinary shipper was required to pay the full tariff rate, while the favored few were shipping on a rate so low that the roads were being bankrupted.

The Cullum bill became a law in 1887, and while it was drawn with great care and ably discussed, yet from the very day it went into effect one hole after another was found in it, and patched by one amendment after another, until today it reminds us of a piece of crazy patch work.

There is not a shipper present who has not been caught by the frequent ups and downs in rates on grain. Many of you have suffered great losses on account of this, coupled with the fact that your railway companies would not or could not furnish you with cars until the advanced rates were effective upon your shipment. You were then charged with the difference in rate on account of being unable to secure cars for shipment before rates advanced. Such a loss cannot be averted by the local dealers as long as these frequent changes of freight rates go on.

If, on the other hand, rates of freight were steady and uniform to all shippers, then and not until then will the shipper feel secure in selling his grain for future shipment. How to secure steady and uniform rates of freight is a problem the solution of which is attracting the attention of the minds of our greatest men, both in railroad circles and legislative halls.

The railroad commissioners from the various states met in convention at Milwaukee last month. It was argued by them in that convention that the pooling of the earnings of railroads, if permitted, would be the solution of this problem.

It seems to me that this step would be very dangerous for the reason that if pooling of railroads in their earnings were permitted, this, of course, would permit any and all branches of trade to do the same thing, and we can very readily see the evil resulting from such general pooling.

Our interstate commerce law should be amended, giving our commissioners more judicial authority than they now have, and more power to enforce the laws and their rulings.

The "fixed charges," which are interests on bonds, operating expenses and so forth, are steady and uniform, practically the same year after year. If this is true and the only legitimate source from which the railroad companies can meet these "fixed charges" is from money received for carrying passengers and merchandise, why should not the charges made for such services be equally steady and uniform?

These frequent changes in rates are made on grain and its products only, and all other classes of merchandise are carried at a steady and uniform rate, rarely ever changing; and, in fact,

no changes have been made for years except that changes were made in certain commodities on account of a recent change of classification. If changes on grain and its products are necessary from a railroad point of view, why are not frequent changes equally necessary on other commodities, and if railway companies maintain a steady and uniform rate of freight on these commodities, why should they not maintain an equally steady and uniform rate on grain and its products?

Our interstate commerce law requires railways to give ten days' notice before advancing rates, and three days' notice before reducing rates. This short notice is against the best interests of the ordinary shipper, and favors the larger shipper, who may have 800 or 1,000 cars for immediate shipment. It gives the larger shipper an advantage and opportunity for making a large profit on account of these frequent changes of rates.

Under the present law it is possible for them to "ring off" as many as five changes in one month's time.

As we have the power to make and enforce the law, fixing ten and three days as just stated, we have the same power and equal force to amend this law, requiring 60 days' notice to be given of an advance, and 30 days' notice of a reduction of rates. If this were the law the country shipper would be better prepared to meet the change in rates. In fact shippers and railway companies both would be better off than now, were there only two rates per year, namely, a summer and a winter rate, the summer rate being made lower to meet competition by lake and canal.

It is hardly necessary that I should point out to you the many difficulties that are unavoidable to the country shipper under the existing conditions. Suffice it to say, however, the country dealer sells 10,000 bushels of corn for ten days' shipment. After his sale is made notice is given that an advance of 10 cents per hundred will be effective in the usual ten days' time. His ten days for shipment expire and he was wholly unable to secure a single car for this shipment.

He immediately takes up the matter with the party to whom sold and asks for either an extension of time or cancellation. He is promised more time, provided, however, he will stand the difference of freight rate, which in this instance is 5.6-10c per bushel. He objects to this and asks for cancellation, but is told that he must pay this difference of freight for non-shipment. In either case the loss is the same, and as he has the corn he lets the sale stand, makes the shipment, pockets the loss of \$560, and curses the railroad company or its agent for not furnishing cars.

This is no unusual occurrence, and, as stated, the law should be amended, requiring not less than 60 days' notice to be given of an advance, and not less than 30 days' notice of a reduction.

## Freight Tables...

Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50% cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50% cents.

Price 15c. per copy. Two copies for 25c. Or ten for \$1.00.

GRAIN DEALERS COMPANY,  
10 Pacific Avenue, Chicago, Ill.

## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.

For Sale by  
GRAIN DEALERS COMPANY,  
10 Pacific Avenue, CHICAGO.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type. Price, 10 cents each.

FOR SALE BY  
GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO.

## A. B. C. CODE.

The A. B. C. Universal Commercial Electric Telegraphic Code is used more extensively in international trade than all other ciphers. No one who does business with European firms can afford to be without a copy.

By its use merchants attain simplicity, economy and secrecy in sending messages. Every word is identified by a single code word. The saving effected in sending a single message often amounts to more than the cost of the code. The secrecy of messages between two persons can be made absolute, even though any other person may have access to telegram and Code.

A rubber stamp bearing words "A. B. C. Code Used" given with each Copy. Price, per copy, \$5.

For Sale by GRAIN DEALERS COMPANY,  
10 Pacific Ave., Chicago, Ill.

## Willford's Light-Running Three-Roller Mills

ARE THE BEST FEED GRINDERS FOR ELEVATORS

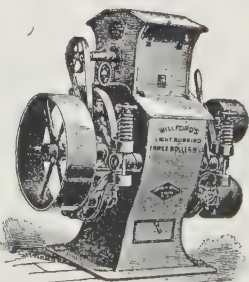
## BECAUSE....

They have the greatest capacity for power consumed  
They have solid cast frames.  
They have simple but perfect adjustments.  
They have noiseless belt drive.  
They have given satisfaction to thousands of users all over the United States.

Send for Circulars and Prices.

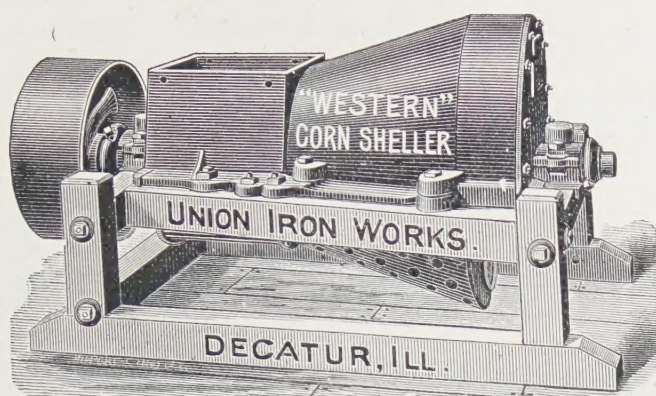
WILLFORD MANUFACTURING CO.

223 South 3rd St., MINNEAPOLIS, MINN.



Willford's Three-Roller Mill.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

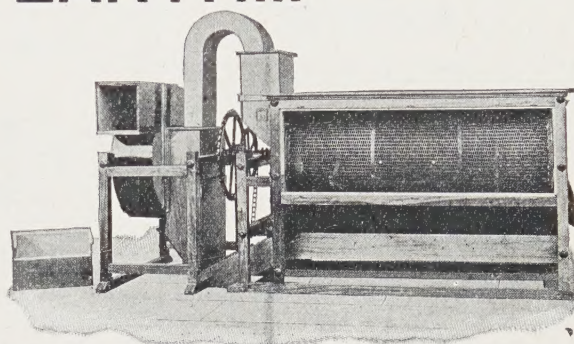
### Grain Elevators

...and

### Elevator Machinery

...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.



"WESTERN" WAREHOUSE CLEANER.

Write For Catalog.

#### C. D. HOLBROOK & CO.



Mill and  
Elevator  
Machinery  
& Supplies,  
SCALES AND  
GASOLINE  
ENGINES.

305 Third St. S.  
Minneapolis.

#### FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies  
in the best Stock Companies.  
Insurance follows grain up and down as the  
quantity stored in each house changes. Will AL-  
WAYS have insurance where you have grain.  
Simple, Sure, Economical. Investigate and you  
will find it absolute protection and cheap.  
Business handled anywhere. Write us.

H. H. LANTZ & CO., DES MOINES, Iowa.  
25 years' experience. Best of references.

#### Table of Legal Weights.

THIS TABLE shows the legal weights in pounds  
per bushel of grain and grain products, etc.,  
as provided for by law. This book is well  
bound in a strong cloth cover. Price 50 cts.

For sale by  
**GRAIN DEALERS COMPANY,**  
10 Pacific Ave. CHICAGO, ILL.



#### ROOFING TO LAST.

Galvanized and Painted Corrugated Iron.  
H. W. John's Asbestos Roofing.

**GATE CITY ROOFING & METAL CO.**

416 Delaware St.,

Write for Prices. KANSAS CITY, U. S. A.

#### THE SPENCERIAN DUST SHIELD.



Absolutely prevents all dust and  
obnoxious matter from being inhaled.  
It is small, but effective, and will  
never wear out, being made of brass,  
beautifully nickel plated. Special  
Price, until July 10, 80 cts.

SPENCERIAN SPECIALTY CO.  
28 and 30 Abbott Court, Chicago, Ill.



#### We are Large Manufacturers of STEEL ROOFING, CORRUGATED IRON, Etc.

We furnish this material in large quantities for grain elevators  
all over the country. We also take contracts for doing this work  
complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



#### YOUR OLD ROOFS

CAN BE PRESERVED FOR YEARS WITH IT.

WILL NOT CRACK, PEEL NOR BLISTER.  
IS ABSOLUTELY WATERPROOF.  
IT STOPS LEAKS.

ASK FOR CATALOGUE "D"

**MAIRE PAINT CO.,** Minneapolis, Minn.

## SEAMLESS COTTON GRAIN BAGS.

**MILWAUKEE BAG CO.** MILWAUKEE, WIS.



Two Views of the Genuine Pencil Point Pen.



HYLAND'S ENGLISH SILVER STEEL PENS

Little higher in price, infinitely higher in quality than the common makes. Send for

**SAMPLES.** Not one pen of each kind, but three dozen pens of eight styles (Pencil Points included) adapted to book-keepers' cashiers' and general commercial use--enough that you may try and select a pen perfectly suited to your hand. Sent to anyone for 25 cents. Stamps will do.

FRANCIS HYLAND PEN CO. 1741 N. Halsted St.  
CHICAGO, U. S. A.

NO FREE SAMPLES

Clark's

## Record for Wagon Loads Received

Is for the use of country grain dealers. It is 9 1/4 x 12 inches, contains 160 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,

10 Pacific Avenue,

Chicago, Ill.

# THE OFFICIAL LIST OF THE Regular Grain Dealers OF KANSAS

COMPILED AND PUBLISHED BY THE

Kansas Grain Dealers' Association

WILL BE ON SALE JUNE 25

Corrections and changes will be supplied to subscribers every 90 days

PRICE, \$10.00

Address all orders to

GRAIN DEALERS COMPANY

10 Pacific Avenue

CHICAGO, ILL.

## DO YOU WANT

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago, for \$1.00 per year.

## National Hay Association Meeting At Baltimore

For the above occasion a rate of one fare and a third for the round trip has been authorized, making the fare for the round trip from Chicago, \$23.20 Tickets will be on sale August 11th to 14th, inclusive.

Sleeping car rates \$5.00 for one double berth, which may be occupied by two persons.

Tickets obtained on certificates at the reduced fare will not be good returning on the PENNSYLVANIA LIMITED.

THE PENNSYLVANIA SYSTEM offers every attribute for enjoyable traveling and constitutes the most direct and desirable thoroughfare to Baltimore, the meeting place.

### TRAINS LEAVES CHICAGO AS FOLLOWS:

9:30 A. M.

12:30 Noon

3:00 P. M.

(Extra Fare Train.)

5:30 P. M.

8:40 P. M.

12:01 Night.

(Extra Fare Train.)

**TICKETS AND RESERVATIONS:** Those desiring favorable locations should arrange for their reservations either by letter or personal application to

H. R. DERING,

No. 248 CLARK STREET,  
CHICAGO.

A. G. P. A. PENNSYLVANIA LINES.

## YOUR NAME IN GILT LETTERS.

ON A REVISED EDITION OF

ROBINSON'S CIPHER  
CODE.

BOUND IN LEATHER FOR \$2.25.

BOUND IN CLOTH FOR 1.75.

(Add 15c. for exchange when sending local check.)

Grain Dealers Company,  
10 PACIFIC AVENUE, CHICAGO, ILL.

### NEWS OF THE RAILWAYS.

Rock Island Announces Special Excursion Rates.

The Rock Island's proposition for cheap rate excursions to and from Colorado during this summer has been negated by the Western Passenger Association. In consequence notice was served yesterday on Chairman McLeod by General Passenger Agent Sebastian, that the Rock Island will take independent action and put in effect a rate of one fare plus \$2.00 for the round trip from Chicago and all intermediate points east of the Missouri River to Denver, Colorado Springs, Pueblo, Salt Lake City and Ogden. Tickets at this rate will be sold on June 20, July 9 and 17 and August 1. From Missouri River points the same rate will be made on the days following these dates. Tickets at this rate also will be sold from Missouri River gateways, Kansas City to Omaha, inclusive, on July 7, 8 and 9. Four special excursions also will be run by the Rock Island from Colorado common points to Chicago and intermediate stations on June 23, July 12 and 20 and August 4. These excursion tickets, both east and west bound, will be limited for return passage to October 31. The Rock Island announces its intention of placing in service special trains for these excursions, leaving Chicago at 4:45 p. m. and making the run to Colorado with only one night on the road.—Chicago Tribune.



The Jeffrey Manufacturing Co.  
COLUMBUS, OHIO, U. S. A.

## ELEVATOR and MILL SUPPLIES.



### JEFFREY Standard Grain Buckets.

Jeffrey  
Detachable Chains. Spiral Conveyors,  
Sprocket Wheels. Shafting.  
Elevator Buckets. Hangers.  
Elevator Bolts. Pulleys.  
Elevator Buckets. Gearing.  
Cotton Belting. Set Collars.  
Rubber Belting. Clutches.  
Leather Belting. Couplings.

SEND FOR OUR CATALOG.

### LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, traverses eight States, namely:

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Through	MISSOURI.	ILLINOIS.

which comprise a great Agricultural, Manufacturing and Mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address,

LUIS JACKSON,

Industrial Commissioner C., M. & St. P. R'y,  
660 Old Colony Bldg., Chicago, Ill.

TELEPHONE MAIN 2551

**NORMAN H. CAMP,**  
ATTORNEY AND COUNSELLOR

SUITE 814 TACOMA BUILDING  
Corner Madison and La Salle Sts.,  
CHICAGO

## DIXON'S SILICA GRAPHITE PAINT

FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.  
**IT IS ABSOLUTELY WITHOUT AN EQUAL.**

If you need any paint it will pay you to send for circular.

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.

### LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog.



Abendroth & Root Mfg. Co.  
Monadnock Block, CHICAGO.  
99 John Street, NEW YORK.

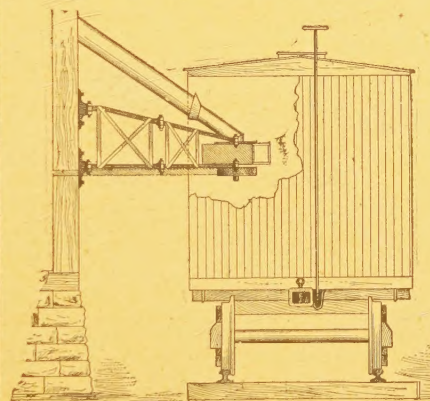
## Elevator Supplies

Belting, Buckets, Elevator Bolts, Pulleys, Shafting, Elevator Heads and Boots, Conveyors, Spouts, Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Wagon Scales, Hopper Scales, Dormant Scales, Trucks, etc.

Always On Hand.

PRICES THE LOWEST. STOCK THE LARGEST.

**B. F. GUMP,** 53 S. CANAL STREET, CHICAGO, ILL.  
Send for Catalogue.



## Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

**C. W. Dooley & Co.**  
Bloomington, Ills.

Exclusive Agents for United States  
and Canada

This machine is made of iron and steel and will last a life time.

Easy to operate and can be ready to begin loading car in three minutes after car is in place.

Loads a car with more grain than can be loaded by a man with a scoop.  
Loads both ends of car at same time, or will load only one end at time if desired.  
Has a capacity of 2000 bushels grain per hour, or will load equally successful any amount less than this.

Will load successfully all kinds of grain.

Will not crack the corn.

When not in operation it folds back in the elevator out of the way.

Cannot be choked up.

Address all correspondence to

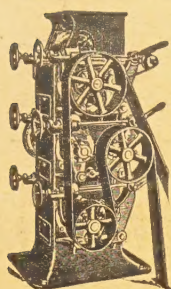
**C. W. DOOLEY & CO., BLOOMINGTON, ILLS.**

### IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.



# CORN and FEED MILLS



4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

## IT PAYS

To have one  
in connection with  
an elevator,  
and to have the  
BEST one.

Ours has no equal in Strength, Dura-  
bility, Efficiency, Convenience, Capacity,  
and Quality of Work.

Several sizes. Prices very reasonable.

**The Edward P. Allis Co.**  
**MILWAUKEE, WIS.**

## Are You Figuring

On the risk of fire and explosion consequent  
on a dusty Elevator, and

On the Saving of

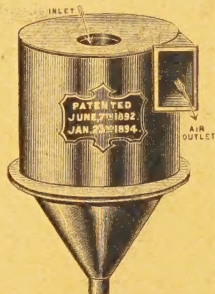
labor, risk, time and money, by using

### DAY'S Dust Collector.

It pays. It's Dollars for dollar.

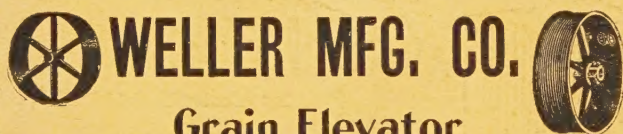
Write To DAY for estimate on your work.

DAY'S Dust Collector and Furnace  
Feeder are sold with a broad guar-  
antee.



That's Day's Dust Collector.  
There is no other like it.

**H. L. DAY**, 1122-26 Yale Place,  
Minneapolis, Minn.



## Grain Elevator Machinery

...AND...

### SUPPLIES OF EVERY DESCRIPTION



INCLUDING

Power Grain Shovels,

Belt Conveyor Trippers,

Elevator Buckets and Boots, Car and Marine Loading  
Spouts, Bin Bottoms, Turn Heads,  
Indicator Stands,

Shafting, Pulleys, Sheaves, Friction Clutches, Etc.



Send for General Catalog No. 14.

**118-126 North Avenue,**  
**CHICAGO.**



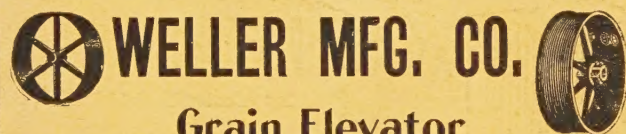
CROFUT, McAYEAL & CO., Portland, Ore., Northwestern Agts.

WE CAN FURNISH OUR  
**AJAX TRANSMISSION ROPE**  
IN ALL LENGTHS and SIZES DESIRED.



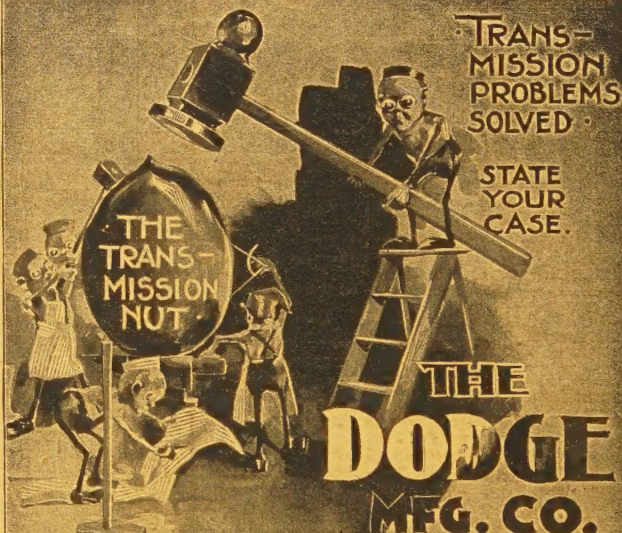
**H. CHANNON  
= COMPANY**

24-26 MARKET ST.  
CHICAGO.



TRANS-  
MISSION  
PROBLEMS  
SOLVED

STATE  
YOUR  
CASE.



KNOW HOW TO  
CRACK TRANSMISSION  
NUTS. HAVE YOU ANY  
TO CRACK?



MOST TALKED OF GOODS IN THE  
MARKET—YOU CAN'T MAKE A MISTAKE.